Return of
Wrecks and Casualties
in Indian Waters
1881 to 1883.

00134704

BOMBAY BRANCH
OF THE
ROYAL ASIATIC SOCIETY.
TOWN HALL, BOMBAY.

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GOVERNMENT OF INDIA.
(MARINE BRANCH)
MILITARY DEPARTMENT.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1881; & 1883

TOGETHER WITH A CHART SHEWING THE POSITIONS
IN WHICH THEY OCCURRED.

134764

PREPARED UNDER THE SUPERINTENDENCE OF

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SUPERINTENDENT OF MARINE SURVEYS.

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WRECK CHART
INDIAN OCEAN
SUEZ TO PENANG
INCLUDING ZANZIBAR AND MAURITIUS
REFERENCES

REVIEW

DURING the year 1881 there were 10 wrecks of British vessels, 1 French, 2 Italian, 2 Dutch, 1 Turkish, 2 Arabian, 2 British Burman, 37 British Indian, and 6 native craft,—or a total of 63 ships of 17,814 tons and a loss of 173 lives. There were 132 casualties to British vessels, 4 French, 4 Italian, 2 Turkish, 1 Dutch, 1 German, 1 Danish, 1 Portuguese, 4 Native, 1 Portuguese Native, and 45 British Indian,—or a total of 196[1] ships and a loss of 13 lives.

When compared with the year 1880, this shows an increase of 13 in the number of wrecks, of 40 in the number of casualties, and 66 in the number of lives lost.

There were three cases of total loss by fire reported during the year 1881. The most serious loss was that which occurred on board the British iron ship *Ellen Stuart*, of 1,572 tons, whilst lying laden with a general cargo in the Hooghly river. The origin of this fire was not known, but it may probably be attributed to spontaneous combustion of jute. The ship and the very valuable cargo (together valued at £55,000) were totally destroyed. The British iron ship *Bannockburn*, of 1,675 tons burthen, was burnt whilst lying off the Kornafuli river laden with a cargo of 12,525 bales of jute; the cause was reported as being spontaneous combustion. Nearly Rs. 2,00,000 worth of cargo was totally destroyed. The fire on board the Italian barque *Maria P.*, of 820 tons, in Rangoon river, was supposed to have been caused by an incendiary, probably a member of the *Maria P.'s* crew. There was no cargo on board; the vessel was insured for about £5,700 (138,000 francs), which was presumed to be her full value.

The following analyses show: (A) the causes to which the disasters are to be attributed; (B) the general localities in which the wrecks and casualties occurred; (C) the number of reported casualties in each month of the year 1881, total tonnage, and number of lives lost; (D) the number of reported wrecks and casualties, total tonnage, and number of lives lost during the years 1865 to 1881, inclusive:—

A—*Causes to which the disasters are to be attributed.*

	Strandings.								
	Carelessness of master.	Stress of weather.	Incorrect charts.	Defective charts.	Mirage, fogs, &c.	To prevent foundering.	Carelessness.	Unavoidable.	Unknown.
Wrecks.									
British and Foreign	3	...	1	...	1	...	...	2	1
British Indian and Native Craft	5	18	...	...	...	1	1	1	1
Casualties.									
British and Foreign	...	...	...	1	1	...	...	1	1
British Indian and Native Craft	2	7	...	...	...	...	...	1	2

[1] This includes all cases of grounding, however slight, in the River Hooghly.

A—Continued—*Causes to which the disasters are to be attributed.*

	Groundings.											
	Carelessness of pilot.	Carelessness of master.	Tides and current.	Stress of weather.	Force of tides.	Carelessness of mate.	Fogs.	Imperfect charts.	Eddy tide.	Not reported.	Unavoidable.	Unknown.
Wrecks.												
British and Foreign	...	...	...	...	...	...	...	...	...	...	1	..
British Indian and Native Craft	...	...	...	...	...	...	...	...	...	...	.	...
Casualties.												
British and Foreign	11	7	...	...	...	1	2	1	1	...	56	1
British Indian and Native Craft	...	1	2	1	1	...	...	...	...	1	2	3

A—Continued—*Causes to which the disasters are to be attributed.*

	Founderings.				Collisions.				
	Cyclone.	Stress of weather.	Sprung a leak.	Unknown.	Carelessness of pilot.	Carelessness of master.	Carelessness of crew.	Unavoidable.	Unknown.
Wrecks.									
British and Foreign	2	1	2	1	1	1	...	...	..
British Indian and Native Craft	...	3	...	...	...	...	...	...	...
Casualties.									
British and Foreign	...	...	...	...	6	4	2	10	...
British Indian and Native Craft	...	...	...	...	...	3	...	...	1

A—Concluded—*Causes to which the disasters are to be attributed.*

| | Miscellaneous. | | | | | | | | | | | |

B—*General localities in which the Wrecks and Casualties occurred.*

	East coast of Africa.	North-east coast of Africa.	Gulf of Aden.	Red Sea.	Persian Gulf.	Arabian Sea.	Sind Coast.	Gulf of Cambay.	Bombay Coast.	Malabar Coast.	Gulf of Manár.	Indian Ocean.	Ceylon Coast.	Coromandel Coast.	Madras Coast.	Orissa Coast.	Hooghly River.	Sandheads.	Sunderbuns.	Chittagong Coast.	Burma Coast.	Bay of Bengal.	TOTAL.
WRECKS.																							
British and Foreign	...	1	1	1	1	...	1	...	1	...	...	1	1	2	1	...	1	...	2	1	3	...	18
British Indian and Native Craft	...	...	...	...	...	...	1	8	24	5	...	...	...	2	1	...	...	...	2	...	1	1	45
CASUALTIES.																							
British and Foreign	2	...	9	9	...	13	1	...	2	4	1	1	3	4	2	...	51	6	...	13	23	2	146
British Indian and Native Craft	...	...	...	...	...	1	...	4	31	3	...	...	...	1	...	1	1	...	6	1	1	...	50

C—*The number of reported Wrecks and Casualties in each month in Indian waters during the year 1881, the total tonnage of vessels wrecked, and the number of lives lost.*

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
Number of Wrecks	7	1	3	3	15	13	2	2	4	3	6	4	63
Number of Casualties	21	14	25	15	22	13	12	15	15	18	10	16	196
Total tonnage of vessels wrecked	3,857	922	220	115	707	3,754	495	74	673	4,142	974	1,881	17,814*
Lives lost	...	...	...	...	2	9	21	6	1	125	16	6	186*

* Does not include the missing ship *Nebo*.

D—*Comparative statement showing the reported number of Wrecks and Casualties in Indian waters, total tonnage, and the number of lives lost from 1865 to 1881.*

YEAR.	Number of Wrecks and Casualties.	Total tonnage lost.	Lives lost.	REMARKS.
1865	28	14,443	6	
1866	32	15,597	35	
1867	37	17,417	49	
1868	20	12,558	19	
1869	55	25,688	279	
1870	44	14,809	51	
1871	47	18,294	118	
1872	106	34,238	143	Exclusive of four vessels supposed to have been lost.
1873	42	12,110	3	
1874	69	16,656	85	
1875	62	11,193	65	
1876	110	23,866	96	Does not include the 400 pilgrims lost in the *Hydres* and 428 in the *Javad*, both wrecked in the Red Sea.
1877	163	26,847	142	Not including the master and crew of the *Anadne*, supposed to have foundered.
1878	228	35,873	131	Not including the master and crew of the *Lady Rawlinson*, supposed to have foundered, and also of the *Fattel Carim*, *Futtay Rozack*, *Lady Amherst*, and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Fattel Carim*, *Futtay Rozack*, *Lady Amherst* and *William Stevenson* was not reported, and is therefore not included.
1879	481	32 541	357	The number lost in the *Essex* was not reported.
1880	206	15,662	120	
1881	259	17,814	186	Does not include the missing ship *Nebo*.

From the foregoing it will be observed that during the last 17 years (1865 to 1881, inclusive) the annual average number of the reported wrecks and casualties in Indian waters has been 117, the average tonnage lost was 20,329, and the number of lives lost 111.

R. C. CARRINGTON,
Registrar of Wrecks.

Approved.

A. DUNDAS TAYLOR, *Commander, late I.N.,*
Superintendent, Marine Survey.

MARINE SURVEY DEPARTMENT,
Calcutta, 23rd May 1882.

TABULAR STATEMENT OF THE WRECKS,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bou
1	*Fatteshai*	51	British Indian dingy ...	5th January ...	Kurrachee	Bombay ...
2	*Ankataswerloo* ...	64	British Indian schooner ...	6th ditto ...	Narainganj	Chittagong ...
3	*Macgregor*	1,594	British steam ship ...	13th ditto ...	Calcutta	Genoa and Marseilles
4	*Oung Hline*	72	British Burman kattoo ...	14th ditto ...	Maulmain	Rangoon ...
5	*Bannockburn* ...	1,675	British ship	Ditto ...	Chittagong	Dundee ...
6	*Ganjam*	356	French barque ...	25th ditto ...	Madras	Cocanada ...
7	*Mohamadee*	45	Turkish bagla ...	30th ditto ...	Musawwá and Hodeïdah ...	Aden ...
8	*Kingston*	922	British screw steamer ...	16th February	Cardiff	Ditto ...
9	*City of London* ...	169	Ditto ditto ...	4th March ...	Basra	Bagdad ...
10	*Ratnagiri*	28	British Indian padow ...	28th ditto ...	Cumbay	Bombay ...
11	*Chendiyaprassad* ...	28	British Indian craft ...	29th ditto ...	Kárwar	Honávar ...
12	Name unknown ...	36	British Indian boat ...	24th April ...	Shaïb Ghatta (Noakhali) ...	Dacca ...

DURING THE YEAR 1881.

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
None ...	At Kourab, north side of Vaitarna river	Gulf of Cambay	Stranding. Stress of weather ...	None lost ...	.....
350 bales of jute; value Rs. 8,750.	Off Bodu chur, Megna river ...	Sunderbuns ...	Grounding. Unavoidable ...	Ditto ...	Totally lost.
General; value not stated.	On the rocks east of Komarie, in about latitude 6° 59′ N., and longitude 81° 54′ 30″ E.	Ceylon Coast ...	Stranding. Incorrect charts ...	Ditto ...	Rs. 1,00,000 of cargo was saved.
Chunam, shingle, &c.; value Rs. 1,300.	In Sittang river (exact spot not known)	Burma Coast ...	Ditto. Carelessness of master ...	Ditto ...	Totally lost.
12,525 bales jute; value about Rs. 2,13,000.	Off the entrance to the Kornafuli river	Chittagong Coast.	Fire. Spontaneous combustion ...	Ditto ...	Partially lost; value not reported.
100 tons oil and sundries; value not known.	Off point Gordewaree, old Cocanada light-house bearing W. by N. ¾ N. and Hope island light-house S. W. by S.	Madras Coast ...	Stranding. Carelessness of master	Ditto ...	Partially lost; value not known.
In ballast ...	Near Rás Káu, about 35 miles westward from Aden.	Gulf of Aden...	Foundering. Sprung a leak ...	Ditto ...	.....
1,219 tons coals; value £1,800 to £2,000.	On Shag rock, south of Sha'b Ali group in the Strait of Jubal.	Red Sea ...	Stranding. Unknown ...	Ditto ...	Totally lost.
76 tons coals; value Rs. 2,280.	In the Shatt-al-Arab, about 3 miles below the junction with the Tigris and Euphrates.	Persian Gulf ...	Ditto. Carelessness of master ...	Ditto ...	Ditto.
Sundries; value Rs. 6,311.	On the *Málpur* shoal ...	Gulf of Cambay	Ditto. Unknown ...	Ditto ...	Ditto.
Tiles and gunnies; value Rs. 144.	On the bar at Honávar (Honore) creek...	Bombay Coast...	Swamped. High seas ...	Ditto ...	Ditto.
Rs. 3,00,000 in cash	Near the mouth of Debipuckhal, Tulchira river.	Sunderbuns ...	Stranding. Stress of weather ...	Ditto ...	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
13	*Eshwanti*	11	British Indian craft ...	27th April ...	Vengurla	Bombay ... ...
14	*Narayenprasad* ...	68	British Indian ganja ...	28th ditto ...	Mangalore	Ditto ... ...
15	*Mahamudi*	121	Arabian bagla ...	1st May ...	Máhi	Ditto ... ...
16	*Salamati Savai* ...	34	British Indian battalla ...	5th ditto ...	Broach	Ditto ... ...
17	*Dariaprasad* ...	43	Native craft ...	7th ditto ...	Bhávnagar	Ditto ... ...
18	*Parvatiprasad* ...	49	British Indian battalla ...	8th ditto ...	Bombay	Bhávnagar ... ...
19	*Eshwanti*	12	British Indian dhoney ...	11th ditto ...	Honávar	Belikeri (near Kumta) ...
20	*Ratnagiri*	41	British Indian padow ...	12th ditto ...	Agáshi (Thána district) ...	Cambay ... ...
21	*Hariprasad*	42	British Indian battalla ...	19th ditto ...	Dhollera	Bombay ... ...
22	*Khengli Bhawani* ...	11	British Indian craft ...	23rd ditto ...	Bombay	Ratnagiri ... ...
23	*Chandraban*	17	Ditto ditto ...	27th ditto ...	Jaytápur	Tulsunda Cove (sub-port of Jaytápur).
24	*Pakli*	110	British Indian patamar ...	Ditto ...	Kumta	Bombay ... ...

DURING THE YEAR 1881.

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Ground-nuts, jagree, &c.; value Rs. 1,851.	On the rocks at the entrance to Karli creek, Malwan taluka.	Bombay Coast ..	Stranding. To prevent foundering.	None lost ...	Partially lost; value Rs. 1,723.
25,000 tiles; value Rs. 1,275.	Off Ranwee bandar, south of Anjanvel...	Ditto ...	Ditto. Stress of weather ...	Ditto ...	Totally lost.
Timber, grain, &c.; value Rs. 1,917.	At Vannalli near Kumta ...	Ditto ...	Sprung a leak. Stress of weather	Ditto ...	Partially lost; value Rs. 300.
Bajri, wheat, value Rs. 8,812.	On a shoal on the Malaiki (Malacca) banks, about 3 miles westward of Suváli.	Gulf of Cambay	Stranding. Stress of weather ...	Ditto ...	Totally lost.
225 bales cotton; value Rs. 17,415.	At Shirgoan near Sátpáti Mahim ...	Bombay Coast...	Ditto. Ditto ...	Ditto ...	Rs. 900 werth was lost, and Rs. 8,000 damaged.
Teakwood, beams, tar, &c.; value Rs. 2,767.	On a sandbank at the entrance to Tapti river.	Gulf of Cambay	Ditto. Carelessness of master	Ditto ...	Partially lost; value Rs. 843.
In ballast ...	Near Basrádurg island	Bombay Coast...	Capsized. Stress of weather ...	Ditto ...	.....
217 logs teakwood; value Rs. 644.	On a shoal on the Malaiki (Malacca) banks.	Gulf of Cambay	Stranding. Unavoidable ..	Ditto ...	Partially lost; value R. 362.
88 bales cotton; value Rs. 15,400.	On a shoal about 12 miles west of Tankári lighthouse.	Ditto ...	Ditto. Stress of weather ...	Ditto ...	Totally lost.
None ...	At Amwah, south of Jaygad ...	Bombay Coast...	Sprung a leak. Old and rotten...	Ditto ...	.....
None ...	On the rocks at the mouth of Jaytápur creek.	Ditto ...	Stranding. Stress of weather ...	Ditto ...	.....
Cotton, cardamoms, pepper, &c.; value Rs. 13,656.	Off the Kumta light-house ...	Ditto ...	Ditto. Stress of weather ...	Ditto ...	Partially lost; value Rs. 12,256, and damaged Rs. 1,400.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
25	*Fatte Karim* ...	130	Native bagla... ...	28th May ...	Tellicherry	Bombay ... ...
26	*Narayenpassa* ...	72	Native craft... ...	Ditto ...	Vengurla	Ditto ... ...
27	*Bhawáni*	8	British Indian craft ...	Ditto ...	Sadáshivgad	Kumta ... ...
28	*Luxmee*	13	Ditto ditto ...	Ditto ...	Mangalore	Ditto ... ...
29	*Barkati*	4	British Indian muchwa ...	29th ditto ...	Revdanda	Bombay ... ...
30	*Davalpasa*	34	Native kotia	1st June ...	Bombay	Kumta ... ...
31	*Nieuwe Diep* ...	1,126	Dutch ship	2nd ditto ...	Maulmain	Plymouth ... ...
32	*Mariana*	691	British Indian ship ...	Ditto ...	Negapatam	Nicobar islands ...
33	*Sálámáti*	11	British Indian muchwa ...	Ditto ...	Bombay	Anjanvel ... ...
34	*Duria Dowlut* ...	9	Ditto ditto ..	3rd ditto ...	Ditto	Ditto ... ...
35	*Labhsavai*	31	British Indian padow ...	Ditto ...	Ditto	Broach ... ...
36	*Eshwanti*	9	British Indian muchwa ...	Ditto ...	Ditto	Anjanvel ... ...

DURING THE YEAR 1881.

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Sandalwood, cotton, &c.; value Rs. 6,711.	Outside the creek, opposite the Kumta light-house.	Bombay Coast	Stranding. Stress of weather ...	None lost ...	Rs. 194 worth was lost; the remainder damaged.
Cotton, linseed, hides, &c.; value Rs. 12,088.	In Vengurla harbour ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value Rs. 6,632; the remainder damaged.
In ballast ...	Outside the creek, opposite the Kumta light-house.	Ditto ...	Sprung a leak. Unavoidable ...	Ditto ...	.....
Rice; value Rs. 400	On the bar at the entrance to Tadri creek	Ditto ...	Capsized. Stress of weather ...	Ditto ...	Totally lost.
Wild berries; value very slight.	Near the Chaul Kadu reefs ..	Ditto ...	Foundering. ditto ...	One lost ...	Ditto.
In ballast ...	Off the Kumta light-house ...	Ditto ...	Stranding. Stress of weather ...	None lost ...	.....
1,211 tons teak timber; value unknown.	On the S. E. extreme of the Krishna shoal, Gulf of Martaban.	Burma Coast ...	Ditto. Carelessness of master.	Three lost ...	Totally lost.
General (part cargo); value Rs. 1,754.	In 6⅝ fathoms, Pentacotta flagstaff bearing W. ¼ N. about 1½ miles off shore.	Madras Coast ...	Foundering. Sprung a leak ...	None lost ...	Partially lost value Rs. 45 and damaged about Rs. 870.
None ...	Near Tolkeshwur light, entrance to Wáshishti river.	Bombay Coast	Capsized. Stress of weather ...	Three lost ...	.....
Piece goods, &c.; value Rs. 2,500.	Near Tolkeshwur light, entrance to Wáshishti river.	Ditto ...	Ditto. Ditto ...	One lost ...	Partially lost; value Rs. 2,127; the remainder damaged.
40 tons coals; value Rs. 800.	On a shoal in the Narbada river ...	Gulf of Cambay	Stranding. Carelessness of master.	None lost ...	Totally lost.
None ...	Near Tolkeshwur light, entrance to Wáshishti river.	Bombay Coast	Capsized. Stress of weather ...	Ditto ...	.....

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
37	*Palkhi*	18	British Indian mahangiri	4th June ...	Bombay	Ratnagiri ... ...
38	*Machimar*	9	British Indian muchwa ...	6th ditto ...	Ditto	Ditto ... ...
39	*Albella*	37	Native kotia	10th ditto ...	Ditto	Porbandar ... ...
40	*La Sofia*	897	Italian barque ...	13th ditto ...	Cardiff	Rangoon ... ...
41	*Maria P.*	820	Ditto ...	19th ditto ...	At anchor	
42	*Bhowaniprasad* ...	62	Native battalla ...	Ditto ...	Bombay	Bhávnagar ... ...
43	Name unknown ...	20	British Indian craft ...	13th July ...	Bhagvádándi ...	Gogha ... ...
44	*Krishna*	475	British flat	28th ditto ...	Naraingani	Calcutta ... ...
45	*Sindian*	57	British Indian battalla ...	13th August ...	Kurrachee	Bahrein *viá* Gwadar ...
46	*Ruparel*	17	British Indian padow ...	22nd ditto ...	Gogha	Bombay ... ...
47	*Fythe Curim* ...	148	British Indian ganja ...	13th September	Bombay	Calicut ... ...
48	*Hariprasad*	37	British Indian battalla ...	Ditto ...	Calicut	Ponáni ... ...
49	*Sacry Savoy* ...	38	British Indian pattimar ...	14th ditto ...	Málwan	Bállipatam ... ...

DURING THE YEAR 1881.

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Grain; value Rs. 75	At Malgom, midway between Jaygad and Ratnagiri.	Bombay Coast...	Stranding. Stress of weather ...	None lost ...	Small portion lost.
Rice and Rs. 50 in cash; value Rs. 115.	At Jaygad ...	Ditto ...	Ditto. Ditto ...	One lost ...	Totally lost.
General; value Rs. 1,563.	At Mortembe (a sub-port of Ratnagiri)...	Ditto ...	Ditto. Ditto ...	None lost ...	Rs. 100 worth was damaged.
1,239 tons coals; value about £1,500.	Just outside Elephant point, Rangoon river.	Burma Coast ...	Collision with barque *City of Canton*. Carelessness of pilot.	Ditto ...	Totally lost.
in port Rangoon ...		Ditto ...	Fire. Incendiarism (?) ...	Ditto ...	.....
Iron work, cotton yarn, &c; value Rs. 11,000.	Near Damán ...	Bombay Coast...	Sprung a leak. Stress of weather	Ditto ...	Partially lost value Rs. 5,000; the remainder damaged.
None ...	3 miles east of Piram island ...	Gulf of Cambay	Capsized. ditto ...	Eighteen lost ...	.....
400 tons tea and jute; value not reported.	On a snag in the Jungula creek near Birozpur.	Sunderbuns ...	Stranding. Unavoidable ...	None lost ...	4,000 chests of tea lost; jute saved.
In sand ballast ...	12 miles N. W. of Manora point ...	Sind Coast ...	Capsized. Stress of weather ...	Six lost ...	.....
Sand and 10 buffaloes; value Rs. 500.	In the Damán creek	Bombay Coast	Stranding. ditto ...	None lost ...	Partially lost; value Rs. 165.
100 tons general; value unknown.	N. W. of the Calicut light-house ...	Malabar Coast	Ditto. Carelessness of master	Ditto ...	Partially lost; value Rs. 9,000.
In ballast ...	On the beach, about half a mile south of the Custom-house, Ponáni.	Ditto ...	Ditto. Stress of weather ...	Ditto ...	.....
Ditto ...	About 400 yards from the eastern side of the fort, Cannanore harbour.	Ditto ...	Ditto. Carelessness of master	Ditto ...	.....

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
50	*Delta*	450	British flat	26th September	Naraingani	Calcutta ... ...
51	*Mathew Curtis* ...	1,255	British screw steamer ...	3rd October ...	Calcutta	Dundee ... ...
52	*König Der Nederlanden*...	1,952	Dutch ditto ...	4th ditto ...	Batavia	Amsterdam ... ...
53	*Nesutan*	935	British Burman barque ...	Ditto ...	Maulmain	Bombay ... ...
54	*Salamut Savaye* ...	45	Arabian dingy ...	4th November	Maskat	Kurrachee ... ...
55	*Hobart*	92	Indian Government hopper barge.	12th ditto ...	Used for screwing the moorings of	
56	*Salisbury*	93	Ditto ditto ...	Ditto ...	D i t t o	
57	*Hydrose*	30	British Indian muchwa ...	13th ditto ...	Udipi	Mangalore ... ...
58	*Daria Dowlat* ...	7	Ditto ditto ...	22nd ditto ...	Mangalore	Molky ... ...
59	*Sivagumasoondary* ...	707	British Indian barque ...	29th ditto ...	Akyab	Negapatam ... ...
60	*Savoy Palki* ...	275	British Indian pattimar ...	9th December	Bombay	Jaygad and Malabar Coast
61	*Ellen Stuart* ...	1,572	British ship	23rd ditto ...	Calcutta	London ... ...
62	*Naryen Prasâd* ...	8	British Indian craft ...	24th ditto ...	Ankola	Gangávali ... ...
63	*Sree Venkataswerlu* ...	26	British Indian dhoney ...	29th ditto ...	Bimlipatam	Madras ... ...

DURING THE YEAR 1881.

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Tea and jute; value not reported.	On a snag near Attara Banka ...	Sunderbuns ...	Stranding. Unavoidable ...	None lost ...	Totally lost.
General; value not reported.	Off Cape Guardafui	North-east Coast of Africa.	Ditto. Fog	Ditto ...	Ditto.
General; value not stated.	In latitude 5° S., and longitude 64° E.	Indian Ocean ...	Foundering. Unknown ...	Ninety lost ...	Ditto.
1138 ons teak timber; value not known.	Bay of Bengal (exact spot not known) ...	Bay of Bengal	Ditto. Stress of weather ...	Thirty-five lost	Ditto.
General; value Rs. 3,000.	Near the entrance channel, Kurrachee harbour.	Sind Coast ...	Collision with S.S. *Calcutta*. Carelessness of master.	One lost ...	Partially lost; value Rs. 1,000.
the harbour.	Inside the Madras harbour ...	Coromandel Coast.	Foundering. Cyclone ...	Nine lost ...	.....
D i t t o ...	Ditto ...	Ditto. Ditto ...	Five lost ...	.....
In ballast ...	On the southern spit of sand, entrance to Mangalore harbour.	Malabar Coast	Stranding. Stress of weather ...	None lost ...	.....
Tiles, tar, and Rs. 800 in cash; value not known.	On the Mangalore bar	Ditto	Capsized. ditto ...	Ditto ...	Partially lost; value Rs. 36.
In stone and sand ballast.	In Negapatam roads, light-house bearing S. 65. W., distant 1¼ miles in 4¼ fathoms.	Coromandel Coast.	Foundering. ditto ...	Ditto ...	.....
In ballast ...	At sea off North Kanara	Bombay Coast.	Ditto. ditto ...	Ditto ...	.....
General; value about £30,000 ...	On the Shibpur bank, off Messrs. King and Co.'s premises.	Hooghly river	Fire. Unknown	Ditto ...	Totally lost.
In ballast ...	On the bar, Gangávali creek ...	Bombay Coast	Stranding. Carelessness ...	Ditto ...	.....
Cotton seeds and vendium; value not reported ...	On the south side of the Madras pier ...	Coromandel Coast.	Stranding. Stress of weather ...	Ditto	Partially lost; value Rs. 300.

NOTES ACCOMPANYING THE WRECK STATEMENT FOR JANUARY 1881.

1. The British Indian dingy FATTESHAI [of Kurrachee, 51 tons register, official number 28, age about 21 years], from Kurrachee to Bombay, was caught in a heavy gale at night of the 5th January when off the entrance to Vaturna river, Gulf of Cambay; the rudder was detached and the dingy ran ashore at Kourah, north side of river. No cargo on board. Value of craft Rs. 1,500. Crew were all saved by the vessel's boat.

2. The British Indian schooner ANKATASWERLOO [of Coringa, 64 tons register, official number and class not reported], from Narainganj to Chittagong with a cargo of 350 bales of jute. Whilst coming down the Megna on the ebb tide, the water decreased to $\frac{3}{4}$ fathom; the anchor was let go, and, when swinging, the stern took the ground, and having sprung a serious leak the vessel sank off Bodu chur (Sunderbuns) at 3 P.M. on the 6th January. Total loss; value of schooner not known; cargo Rs. 8,750. Crew 11 men. No lives lost.

3. The British iron steam ship MACGREGOR [of Liverpool, 1,594 tons register, official number 65,772], age 9 years, classed at Lloyd's 100 A1], from Calcutta to Genoa and Marseilles with a general cargo. On the 13th January the master got observations for the position of the ship in latitude 10° 55′ N., and longitude 83° 36′ E., and steered S. by W. $\frac{1}{2}$ W. for the Basses. On the 14th the same course was steered, and the weather being cloudy with passing showers no observations were taken. The position at noon by dead reckoning was latitude 7° 24′ N., and longitude 82° 20′ E. At 2-20 P.M. of that day, when between Caratievoe and Tirikowil, land was sighted on starboard, and the course altered to S.W. $\frac{1}{2}$ S., until 3-30 P.M., after which time she steered S.S.W. for a short time, and then south, and in all these courses she was hauled off land. At 5 P.M. she struck on some rocks east of Komari said to be in about latitude 6° 59′ N., and longitude 81° 54′30″ E. (East Coast of Ceylon). The engines were immediately reversed full speed astern and the holds sounded, and finding that she was making water fast, the pumps were put to work to keep it clear, but notwithstanding the water still increased. The ship was bumping heavily on the reef when she slid off at 5-25 P.M.; the engines were put full speed ahead and the vessel was steered for Trincomali. At this time it was observed that she had 14 feet water in the hold and 10 feet in another compartment, and as a last remedy to save the lives and cargo, the master beached her a mile and a half north of Komari. During March, Captain Burns, the Agent of the Underwriters, proceeded to the wreck with divers to raise and float her, but doubting its being worth his employers' while to do so, he left in a British India Company's steamer for Point de Galle, after having landed cargo from the wreck to the extent of Rs. 1,00,000. Value of vessel £25,000; value of the whole cargo was not stated. Crew, 40 men, safely landed in ship's boats. (The Receiver of Wrecks at Batticaloa was of opinion that "the Captain brought his ship too close in to land, other ships rarely coming within double the distance. His proximity for a considerable time to the long reef marked on chart should have warned him off, more especially as he had only dead reckoning to go by".)

[A Court of Inquiry was held at Batticaloa (8th to 16th February) in the District Judge's Court for the purpose of investigating the circumstances attending the above wreck. The Court after reviewing the evidence in this case was of opinion "that the wreck of the vessel was not owing to any mismanagement on the part of the captain and officers of the ship, but to unforeseen misfortune in her having struck an unknown reef at sea during hazy weather. Captain John Clarke Main in command at the time acted with wise discretion in beaching her, and thus saved the lives and property on board."

The Court had therefore "much pleasure in returning his certificate and exonerating Captain Main from all censure or blame in the loss of his ship."]

4. The British Burman wooden kattoo OUNG HLINE [of Maulmain, 72 tons register, no official number and class, age 8 years], from Maulmain to Rangoon with a cargo of chunam, shingle, &c., stranded in Sittang river, Burma coast (exact spot not known), at 4 A.M. on the 14th January, and became a total wreck. It appears that when the kattoo commenced shoaling, an anchor was let go which parted, and she was driven on shore and broke up. Total loss; value of kattoo, Rs. 3,000; of cargo, Rs. 1,300. Crew, 13 men, were all saved in a small canoe. (This catastrophe was caused by unskilful navigation on the part of the master in not having anchored during flood tides, and his ignorance of the coast and sets of tide.)

5. The British iron ship BANNOCKBURN [of Greenock, 1,675 tons register, official number 72,385], from Chittagong to Dundee with a cargo of jute, valued at Rs. 2,13,000. It appears that she had completed loading a cargo of 12,525 bales of jute and was lying off the entrance to the Kornafuli river, Chittagong coast, when on the 14th January, at 8-30 P.M., fire was discovered in the fore part of the vessel, the master at the time being up in town to clear his vessel. The crew used all possible means to get the fire under, but they proved ineffectual. On the 18th, after having decided conjointly with the other master mariners who were on board, the vessel was run ashore on the Norman's point flat, about a quarter of a mile west of the lights. The fire was finally extinguished on the 21st January. The vessel became a total wreck. Loss, value unknown; of the cargo about 600 bales of jute were saved, value not reported. Crew 26 men. No loss of life.

[A Court of Inquiry under Act IV of 1875 was held at Chittagong on the 2nd and 3rd February to investigate the cause of fire on board the ship *Bannockburn*. The Court, after recording the evidence, found that "the fire was first observed down one of the chain pipes in the passage leading to the chain locker. Almost simultaneously it was observed in the ventilator (port side). The first thing noticed was the crackling of the flames and the cracking of the paint on the ventilator. Once noticed by the men, every effort was made by the captain, chief officer, and men to put it out, but with no result, and as a last resource the ship was beached and scuttled. Every precaution against fire had been taken by those responsible. The fire could not have been caused by coolies smoking below." As far as the Court could learn, "the fire was accidental, and most probably was caused by a spark from a man's pipe passing down either the ventilator or one of the chain pipes. It may, however, have arisen from self-combustion, if that be a possibility." The Court could not decide save in the alternative. The Commissioner of Chittagong Division remarked that from the finding of the Court it appeared that the origin of the fire had not been discovered. He was not sufficiently conversant with the matter to give a decided opinion as to spontaneous combustion having been the cause, but from the care taken to prevent smoking in the hold he could account for it in no other way, for it seemed quite impossible that a spark from a passing pipe could have been carried down the ventilator and remained alight long enough to cause mischief. Enquiries had been made in other ways, but nothing had transpired to lead to any other conclusion than that the fire was spontaneous.]

6. The French wooden barque GANJAM [of Nantes, 356 tons register, official number not known, age 23 years, classed at Veritas $\frac{5}{6}$], from Madras to Cocanada with a cargo of oil and sundries, stranded at 10 P.M. of the 25th January off Point Gordeware, old Cocanada light-house bearing W. by N. $\frac{3}{4}$ N, and Hope island light-house S.W. by S. (Madras coast). Total loss, vessel value unknown; cargo was partially lost, but the value unknown. Crew 17 men. No loss of life.

[The Port Officer, Cocanada, in reporting this case, remarked that "the wreck was apparently caused by the master steering for the Vakalapudi light without previously ascertaining, by the bearings of Hope island light, that he was not to the northward of the point. The four fathoms soundings would also have shown him, with the bearings of Hope island light, that he was not sufficiently to the north to steer for Vakalapudi."]

7. The Turkish bagla MOHAMADEE [of Musawwá (Red Sea), about 45 tons register, no official number and class, age one year], from Musawwá and Hodeïdah to Aden in ballast. The bagla had been leaking for six days, and on the 30th January, when near Rás Káu, about 35 miles westward from Aden

(Gulf of Aden), the leak increased and the bagla foundered. Total loss, value unknown. Crew, 19 men, all saved by a passing bagla.

FEBRUARY 1881.

8. The British iron screw steamer KINGSTON [of London, 922 tons register, official number 65575, age 10 years, classed at London Lloyd's], from Cardiff to Aden with a cargo of 1,219 tons coals. At 11-50 P.M. on the 16th February, whilst proceeding down the Gulf of Suez, she stranded on Shag rock south of Shâb Ali group in the Strait of Jubal, Red Sea. Efforts were made to get the vessel off by throwing cargo overboard, but they were unsuccessful. On the 18th the S.S. *Columbian* attempted to tow her off the reef, but failed, and subsequently, finding that the *Kingston* was hard on the reef and her bows high out of water, and that all endeavours were useless, the chief mate and 16 of the crew then left the ship in a boat and were picked up by a passing vessel and conveyed to Suez. On the 20th the steamer was sinking, and the master and remaining crew finally abandoned her in another boat, but were afterwards picked up at sea by the S.S. *Strathnairn* and brought to Suez on the 25th February. Total loss, vessel value unknown; cargo estimated value £1,800 to 2,000. Crew 25 men, including master. No loss of life. (The wreck is reported as having been caused by currents, but the master of the S.S. *Columbian* considered the wreck attributable to incorrect reckoning and false judgment as to distance of Ashrafi light. No Court of Inquiry was held in this case.)

MARCH 1881.

9. The British iron screw steamer CITY OF LONDON [of London, 169 tons register, official number and class unknown, age 21 years, belonging to the Euphrates and Tigris Steam Navigation Company, was hired for the service of Government], from Basra to Bagdad, with a cargo of 76 tons coals as ballast. At 8 P.M. on the 4th March the vessel under charge of two pilots was running for shelter from a southerly gale in the Shatt-al-Arab, and whilst steering to avoid a shoal formed from silt from the Zwab, she ran on a ledge jutting out from the left bank about three miles below the junction with the Tigris and Euphrates. The steamer two hours afterwards broke in two and foundered. Value unknown. Cargo all lost, valued about Rs. 2,280. Government money about Rs. 2,000, the records of late years kept on board for reference, the stationery and all the marine forms, and some warrant officers' and medical stores went down in the ship. Crew 42 men. No loss of life.

[A Naval Court of Inquiry was held on board Her Majesty's ship *Beacon* at Basra on the 9th March, to inquire into the causes of the wreck of the hired steamer *City of London* attached to Her Britannic Majesty's Political Residency at Bagdad. The Court having deliberately weighed and considered the evidence, also the statement of the said William Seymour Downing, master, are of opinion that the stranding of the said vessel was caused through an error in judgment on the part of the said Willian Seymour Downing in continuing the vessel's course up the river after dark, taking into consideration the unfavourable state of the weather and tide, the night being extremely dark and the banks of the river flooded; and the Court further considered the final loss of the said *City of London* was attributable to the weakness of the ship's construction and age; that all efforts were made to save the said ship, and that no blame was attributable to the other officers and crew; and the Court adjudged that the certificate of the said William Seymour Downing be returned to him and that he be cautioned to be more careful in future.]

The Superintendent of Marine, Western Division, Bombay, in submitting for the information of the Government of India the proceedings of the Court, stated that in his opinion the reason given by Mr. Downing for continuing his course after nightfall was a valid one, and there would be risk in anchoring in an open reach where the strong wind blowing against the current would cause a chopping sea, dangerous to a vessel evidently weak from age or construction, as was apparent from Mr. Downing's letter to the Political Agent, where he mentioned the leakage under boilers as being more than two feet in 24 hours. The Superintendent of Marine was also of opinion that under very

trying circumstances, Mr. Downing, his officers and crew, behaved with coolness and discretion.

10. The British Indian padow RATNAGIRI [of Bombay, 28 tons register, official number 3568, age 40 years], from Cambay to Bombay with a cargo of sundries. On the 28th March the padow struck on the Málpur shoal, Gulf of Cambay, and broke up. Value of padow Rs. 700; of cargo Rs. 6,311. The crew, 10 men, were washed ashore on pieces of the wreck.

11. The British Indian craft CHENDIYAPRASSAD [of Karwar, 23 tons register, official number 461, age 22 years], from Kárwar to Honávar with a cargo of tiles and gunnies. At 6-30 P.M. on 29th March the vessel whilst entering Honávar creek was swamped by the high surf on the bar. Total loss; craft, value Rs. 500; cargo, Rs. 144. Crew, 7 men, and 6 passengers were saved by fishing-boats.

APRIL 1881.

12. The British Indian boat (name unknown) [of Shaib Ghatta (Noakhali), 36 tons register, no official number and class], from Shaib Ghatta to Dacca with Rs. 3,00,000 in cash, was driven on shore during a squall on the 24th April when near the mouth of Debipuckhal, Tulchira river (Sunderbuns). She finally broke up. Value of boat Rs. 800. The Rs. 3,00,000 was saved. No lives lost.

13. The British Indian craft ESHWANTI [of Honávar, 11 tons register, official number 412, age 19 years], from Vengurla to Bombay with a cargo of ground-nuts, jagree, &c., valued at Rs. 1,851. The craft was in a leaky state on the 27th of April, and to prevent her from sinking the crew made for the land, when she struck on the rocks at the entrance to Karli creek, Malwan taluka (Bombay coast). Value of craft Rs. 500. Of the cargo the greater portion was lost (Rs. 1,723 worth). The crew were all saved in a canoe.

14. The British Indian ganja NARAYENPRASAD [of Bombay, 68 tons register, official number 4,049], from Mangalore to Bombay with a cargo of 25,000 tiles. On the 28th of April she met with bad weather, and owing to her sails having been blown to pieces, she came to anchor off Ranvee Bandar, south of Anjanvel (Bombay coast), when by the friction with the rocks at the bottom her cable frayed and parted, and the shore being dangerously close another anchor was let go, but too late, as she was caught by the heavy seas and washed ashore. Value of ganja Rs. 4,000; cargo all lost, value Rs. 1,275. Crew all saved by means of planks.

MAY 1881.

15. The Arabian bagla MAHAMUDI [of Jasám (Arabia), 121 tons register, official number 1432], from Máhi to Bombay with a cargo of timber, grain, &c., valued at Rs. 1,917. On the 1st May the vessel sprang a leak, caused by stress of weather. Whilst being taken towards land she grounded at Vannalli near Kumta (Bombay coast), and broke up. Loss, value of vessel, Rs. 3,000; cargo partially lost, value Rs. 300. Crew, 23 men. No loss of life.

16. The British Indian battalla SALAMATI SAVAI [of Surat, 34 tons register, official number 1708, age 22 years], from Broach to Bombay with a cargo of bajri and wheat. During heavy weather on the 5th May the batalla struck on a shoal on the Malaiki (Malacca) banks, Gulf of Cambay, about three miles westward of Suváli, and was wrecked. Loss: batalla, Rs. 800; cargo, Rs. 8,812. The crew were saved by a passing vessel.

17. The Native craft DARIA PRASAD [of Bhávnagar, 43 tons register, official number 49], from Bhávnagar to Bombay with a cargo of 225 bales of cotton. At 2 A.M. on the 7th May the craft was driven ashore at Shirgaon near Sátpáti, Bombay coast, and broke up. Value of craft Rs. 2,200. Cargo was valued at Rs. 17,415; Rs. 900 worth was lost, and Rs. 8,000 worth damaged, and the remainder saved. No loss of life. (Caused by heavy weather.)

18. The British Indian battalla PARVATIPRASAD [of Bulsár, 49 tons register, official number 2592, age 40 years], from Bombay to Bhávnagar with a cargo of teakwood beams, tar, &c., value Rs. 2,767. At 9 A.M. on the 8th May she was driven on to a sandbank at the entrance to Tápti river (Gulf of

Cambay), and broke up. Total loss; value of craft, Rs. 700; cargo to the extent of Rs. 843 was lost. Crew, 13 men, were saved by a muchwa. (Wreck caused by stormy weather and the ignorance of the tindal.)

19. The British Indian dhoney ESHWANTI [of Sánikatta, 12 tons register, official number 1463, age 18 years], from Hónávar to Belikeri (near Kumta) in ballast, capsized near Basrádurg island, Bombay coast, on the 11th May. Loss, value of dhoney, Rs. 400. Crew all saved by means of a canoe. (Caused by stress of weather.)

20. The British Indian padow RATNAGIRI [of Surat, 41 tons register, official number 1482, age 24 years], from Agáshi (Thána district) to Cambay with a cargo of teakwood logs, valued at Rs. 644. The padow, three or four days after leaving Agáshi, experienced heavy weather, and on the evening of the 12th May, when entering the Gulf of Cambay, the tindal was unable to make out her exact position, the consequence being that she struck on a shoal on the Malaiki (Malacca) banks. Padow valued at Rs. 2,000; cargo to the extent of Rs. 362 worth was lost. The crew were saved, having been picked up by a passing vessel.

21. The British Indian battalla HARIPRASAD [of Surat, 42 tons register, official number 976, age 25 years], from Dhollera to Bombay with a cargo of cotton. The battalla after leaving Dhollera met with heavy weather and anchored off Tankári (Gulf of Cambay). At 2 P.M. on the 19th May the anchors were carried away, and she drifted on to the shoal about 12 miles west of the light-house. Total loss of battalla, valued at Rs. 1,600; cargo Rs. 15,400. The crew, 12 men, were picked up by a passing vessel.

22. The British Indian craft KHENGTI BHAWANI [of Bombay, 11 tons register, official number 912, age about 35 years], from Bombay to Ratnagiri. The craft being old leaked heavily, so that on arrival at Amwah (south of Jaygad (Bombay coast), on the afternoon of the 23rd May, she was so full of water that the crew were unable to bale it out. She sank, and eventually drove ashore and broke up. Value of craft about Rs. 150. No loss of life.

23. The British Indian craft CHANDRABAN [of Jaytápur, 17 tons register, official number 4,499, age 13 years]. On the morning of the 27th May the craft was being taken from Jaytápur to Tulsunda Cove (a sub-port of Jaytápur, Bombay coast) to be laid up for the rains, and on getting outside the sand-bar at the mouth of Jaytápur creek the waves were high; two anchors were let go, but they did not grip properly, and she was dashed on to the rocks. Value of craft Rs. 400. No loss of life.

24. The British Indian pattimar PALKI [of Bombay, 110 tons register, official number 2119, age about 30 years], from Kumta to Bombay with a cargo of cotton, cardamoms, pepper, &c., was driven ashore off the Kumta light-house (Bombay coast) on the 27th May, and broke up. Total loss of vessel; value, Rs. 1,500; cargo partially lost to the extent of Rs. 12,256, and damaged to the extent of Rs. 1,400. Crew, 16 men, were saved by means of the boat the pattimar carried.

25. The Native bagla FATTE KARIM [of Cutch, 130 tons register, official number 4138, age 25 years], from Tellicherry to Bombay with a cargo of sandalwood, cotton, &c., valued at Rs. 6,711. At noon of the 28th of May the vessel dragged her anchors and was driven ashore outside the creek opposite the Kumta light-house (Bombay coast). Caused by stress of weather. Value of bagla Rs. 7,000; cargo worth Rs. 194 was lost; the remainder was damaged. No loss of life.

26. The Native craft NARAYENPASSA [of Cutch Mándvi (Cutch), 72 tons register, official number 4176], from Vengurla to Bombay with a cargo of cotton, linseed, hides, &c., valued at Rs. 12,088. At about 5 A.M. on the 28th of May, whilst lying at anchor in Vengurla harbour (Bombay coast), she parted from her anchors and then stranded and broke up. Caused by stress of weather. Value of craft Rs. 4,000; cargo worth Rs. 6,632 was lost; the remainder was damaged. No loss of life.

27. The British Indian craft BHAWÁNI [of Rái, taluka Ghodbandar, 8 tons register, official number 379, age 26 years], from Sadáshivgad to Kumta in ballast. On the morning of the 28th May, when outside the creek just opposite the Kumta light-house (Bombay coast), she struck against the wreck of the pattimar *Palki* and knocked a hole in her bottom. She eventually sank. Value of craft Rs. 600. The crew were saved by means of a canoe.

28 The British Indian craft LUXMEE [of Honávar, 13 tons register, official number 1324, age 16 years], from Mangalore to Kumta with a cargo of rice, was swamped during a storm on the 28th May on the bar at the entrance to Tadri creek (Bombay coast). She finally broke up. Value of craft Rs. 400; cargo Rs. 400. No lives lost.

29. The British Indian muchwa BARKATI [of Alibág, 4 tons register, official number 1984, age 37 years], from Revdanda to Bombay with a cargo of wild berries. The muchwa cleared from Revdanda at 5 A.M. on the 29th May, and got as far as the Chaul Kadu reefs (Bombay coast), when she was swamped by heavy seas. Total loss; value of muchwa, Rs. 100. Cargo all lost. Crew 6 men and 7 passengers; one life lost.

JUNE 1881.

30. The Native kotia DAVALPASA [of Porbandar, 34 tons register, official number 4221, age about 14 years], from Bombay to Kumta in ballast, grounded off the Kumta light-house (Bombay coast) at 10 A.M. on the 1st June and broke up. Caused by stress of weather. Value of kotia Rs. 3,000. The crew saved themselves by swimming to the shore.

31. The Dutch wooden ship NIEUWE DIEP [of Edam, 1,126 tons register, official number not stated, age 27 years, classed at Bureau Veritas 5/6 I. I. L.], from Maulmain to Plymouth with a cargo of 1,211 tons teak timber. After leaving Maulmain the weather became very heavy and thick, and the master, whilst not allowing for any unusual current towards the Krishna shoal (Burma coast), was borne there without his knowledge until right on to it, and within three miles of the light-ship. When the master went about in 9 fathoms to steer away from danger, it was then too late, and she grounded at 3 P.M. on the 2nd June on the S.E. extreme of the shoal. The *Nieuwe Diep* afterwards filled with water and rapidly broke up. The steam tug *Salween* went to her assistance and brought up a large portion of the stores and a few sails. Total loss. Value of ship and cargo unknown. Crew 20 men and 1 passenger (the captain's wife), of whom 15 were saved by the Indian Government steamer *Enterprize*, and 3 in the light-vessel's (*Colombo*) boat. The third officer and one of the crew, when trying to leave the vessel, were drowned by the capsizing of the boat. The captain's wife died of exhaustion after being landed near Phyapon river.

[No Court of Inquiry was held to investigate the cause which led to the loss of the above vessel on account of a representation made by the Consul to the Local Government regarding the early departure of the men to Calcutta; but the statements of the master, officers, and crew were recorded by the Deputy Commissioner, Rangoon.]

32. The British Indian wooden ship MARIANA [of Chittagong, 691 tons register, official number 11, not classed, age 20 years], from Negapatam to the Nicobar islands with a part cargo valued at Rs. 1,754. The vessel, it appears, experienced bad weather to southward on the 31st May, and having sprung a leak put into Pentacotta (Madras coast); the water gained on her so fast that the crew could not keep her free, and after anchoring her (on the evening of the 2nd June) she was abandoned. She afterwards foundered in $6\frac{3}{4}$ fathoms, Pentacotta flagstaff bearing W. $\frac{1}{2}$ N. about $1\frac{1}{2}$ miles off shore. Value of vessel Rs. 10,000; cargo worth Rs. 450 was partially lost, and about Rs. 800 worth was damaged. Crew 40 men and 3 passengers were all saved.

33. The British Indian muchwa SÁLÁMÁTI [of Anjanvel, 11 tons register, official number 4730, age about 40 years], from Bombay to Anjanvel, was swamped at midnight of the 2nd June, caused by heavy seas experienced near Tolkeshwur light, entrance to Wáshishti river (Bombay coast). She eventually broke up. Value of muchwa about Rs. 400. No cargo. Three lives lost.

34. The British Indian muchwa DURIA DOWLUT [of Anjanvel, 9 tons register, official number 4657, age about 20 years], from Bombay to Anjanvel with a cargo of piece-goods, &c., was swamped during a storm which occurred on the 3rd June near Tolkeshwur light, entrance to Wáshishti river (Bombay coast). She eventually broke up. Value of muchwa about Rs. 400. Cargo to the value of about Rs. 2,127 was lost, and Rs. 373 damaged. One life lost.

35. The British Indian padow LABHSAVAI [of Bulsar, 31 tons register, official number 270, age 30 years], from Bombay to Broach with a cargo of coals. On the afternoon of the 3rd June, the padow was overtaken by a heavy storm, and whilst entering the Narbada river, Gulf of Cambay, she struck on a shoal and was wrecked. Value of padow Rs. 500; cargo all lost, value Rs. 800. Crew, 10 men, saved themselves by clinging to pieces of the wreck and were washed ashore. (This casualty was caused through carelessness.)

36. The British Indian muchwa ESHWANTI [of Anjanvel, 9 tons register, official number 5665], from Bombay to Anjanvel, was swamped at midnight of the 3rd June near Tolkeshwur light, entrance to Wáshishti river (Bombay coast). She eventually broke up. Value of muchwa Rs. 400. No cargo. The crew were picked up by a fishing-boat.

37. The British Indian mahangiri PALKHI [of Ratnagiri, 18 tons register, official number 1676, age 49 years], from Bombay to Ratnagiri with a cargo of grain. On the 4th June the craft was driven ashore at Malgom (midway between Jaygad and Ratnagiri, Bombay coast), and broke up. Value of mahangiri Rs. 375. Of the cargo, a small portion was lost. No lives lost.

38. The British Indian muchwa MACHIMAR [of Ratnagiri, 9 tons register, official number 5458, age 43 years], from Bombay to Ratnagiri with a cargo of rice and Rs. 50 in cash. The muchwa after leaving Bombay met with heavy weather and put in for shelter in Revdanda, and left the latter port when the weather moderated, but again had to put into Boria. She set sail once more, and when off Jaygad (Bombay coast) her sails were blown away, and she went on shore at about midnight of the 6th June. Value of muchwa Rs. 150. Cargo Rs. 115. One life was lost; the remainder of the crew swam to shore.

39. The Native kotia ALBELLA [of Porbandar (Káthiáwár), 37 tons register, official number 4230], from Bombay to Porbandar with a general cargo valued at Rs. 1,563. On the 10th June, owing to strong north winds, the kotia was driven south as far as Mortembe (a sub-port of Ratnagiri, Bombay coast), where she drifted on shore and broke up. Loss, value of Kotia, Rs. 700; cargo worth Rs. 100 was damaged. No loss of life.

40. The Italian wooden barque LA SOFIA [of Genoa, 897 tons register, official number not stated, age 7 years, classed 1st class], from Cardiff to Rangoon with a cargo of 1,239 tons coals. On the 13th of June the weather was squally and thick, caused by heavy showers at the time, when the barques *La Sofia* and the *City of Canton* were being brought up the Rangoon river; the former in charge of Mr. Cook and the latter in charge of Mr. Pennystone. The *City of Canton* was proceeding cautiously under shortened sails, whereas the *La Sofia* was under full topsails, upper and lower topsails, main topgallant sails and head sails up to about 9 A.M., when the pilot ordered the sails to be slightly shortened because the wind changed more to the westward. The *City of Canton* was to the westward of the *La Sofia*, steering towards the middle red buoy. The *La Sofia* was bearing over from the eastward and overtaking her. At 9-45 A.M. she crossed the *City of Canton's* bows just before reaching the outer red buoy with which the *La Sofia* collided, touching it with her starboard side; she immediately ran aground on the edge of the spit sand, just outside Elephant point, which caused the *City of Canton* to come into collision with the *La Sofia* before Mr. Pennystone had time to prevent the accident. The *La Sofia* became a total wreck. Ship valued at £6,250 (150,000 francs). Cargo all lost, value about £1,500. Crew, 18 men, were saved by the vessel's boat, whence they were taken on board a tug. The wreck was afterwards sold for the sum of Rs. 6,000. Damage to *City of Canton* about £25.

[A Court of Inquiry was held in the Court of the Deputy Commissioner of Rangoon on the 24th June under Rule XXIV of the Rangoon pilot rules to investigate the circumstances relative to the loss of the *La Sofia* and the cause of the collision between the *La Sofia* and the *City of Canton*. As the cases against Mr. Cook and Mr. Pennystone were mixed up, and the witnesses the same, the Court held only one enquiry as affecting both of the pilots, instead of delaying matters by having a separate Court for each, and since there was nothing whatever to bar this procedure in the pilot rules. After carefully weighing the evidence in this case, the Court found that pilot

Cook was guilty of unskilfulness in steering a course which took him to the wrong (west) side of the middle red buoy when he had ample time and space to pass to the safe and eastward side of it. He was also guilty of rashness in proceeding up the river in such thick weather under heavy pressure of canvas and with a strong spring flood tide. Regarding pilot Pennystone, the Court found him guilty of imprudence in not having avoided running into danger when he stated that he was forced to the westward by the course taken by pilot Cook in the *La Sofia*, as there was no necessity for him to have allowed his ship to be in such proximity to the *La Sofia* as to have rendered a collision possible. The Court recommended that pilot Cook should be reduced to 16 feet draught for six months, and that pilot Pennystone be reduced to 18 feet draught for one month.]

41. The Italian wooden barque MARIA P. [of Genoa, 820 tons register, official number not stated, age 7 years, classed at French Veritas * first class], was lying at anchor in Rangoon harbour. On the night of the 19th of June fire-bells were sounded at 10-30 o'clock, and shortly afterwards the officers of the Indian Government steamers *Irrawaddy* and *Enterprize*, and Her Majesty's ship *Ready*, and the Port Officer and Harbour Master, boarded the vessel. On getting up on deck it was found that there was no one on board, the hatches were open, the ladders had disappeared, and the fire was raging fore and aft. The fire engines were kept at work near the after-hatch, but to no avail. The fire had burnt through the deck and the lanyards of the fore-rigging took fire. At this time it was observed that the master was lying off the barque in a boat, two of the crew also in a boat under the bow of the *Maria P.*, and the remainder of the crew were lying off in another boat about a quarter of a mile from the burning vessel, looking on. The Port Officer gave the necessary directions with a view to preventing the *Maria P.* from sinking, and attempts were made to unshackle the port chain, but without success. At 6 A.M. on the 20th June the tug boat *Ajax* was got alongside the burning vessel and pumped water into her, and the fire was rapidly extinguished. Efforts were made to cut the chains, but failed; and on the afternoon of that day the *Maria P.* sank. The vessel was insured for about £5,700 (138,000 francs), which was presumed to be her full value. Crew 16 men. No lives lost.

[A Special Court of Inquiry was held in the Court of the Deputy Commissioner of Rangoon on the 29th June under section IV of the Indian Merchant Shipping Act, 1875, to investigate the circumstances connected with the destruction by fire of the above vessel. The Court, after having reviewed all the evidence in this case, remarked that the rapidity with which the fire mastered the vessel was remarkable and led to the conclusion that it could not have been accidental, especially as the hold of the ship had been exposed for some months to the damp of the monsoon and must have been thoroughly wet. For this reason the Court did not believe that the fire could have been smouldering a long time before it was discovered, but, on the contrary, that some other very powerful agency was at work which kindled the blaze in an exceedingly short space. It was proved that there was a quantity of oil, tar and pitch on board, and the ignition of any of these articles might have produced something like the noises of explosion that occurred. Of the master (Emilio Poggi) the Court entertained no suspicions whatever; he had scarcely been on the ship the whole day, and was absent at the time of the fire; his conduct throughout seemed perfectly straightforward, and he had no interest whatever in the ship. The conduct of the mate with regard to this fire seemed to the Court most reprehensible. All that he did was to order a few buckets of water to be thrown, and then allowed the crew to scuttle away to get their clothes. The conduct of the crew was suspicious; they readily abandoned any attempt to save the ship, and after rescuing some of their wearing apparel fled with such precipitation from the burning vessel, that by the time assistance arrived they were in a boat a quarter of a mile away. The Court remarked that the origin of this fire was so obscure, and the circumstances attending it so suspicious, as to leave little doubt that it must have been the work of an incendiary, and that that incendiary was probably a member of the *Maria P.'s* crew.]

42. The Native battalla BHOWANIPRASAD [of Bhávnagar, 62 tons register, official number 137, age 60 years], from Bombay to Bhávnagar with

a cargo of iron-work, cotton yarn, &c., valued at Rs. 11,000. During a storm on the 19th of June when near Damán she sprang a leak and was afterwards driven along the coast as far as Malwan (Bombay coast), where she went ashore and was wrecked. Value of battalla Rs. 1,600; of the cargo Rs. 5,000 was lost; the remainder was damaged. Crew, 11 men, waded ashore.

JULY 1881.

43. The British Indian craft (name unknown) [of Bhagvá, about 20 tons register, official number not reported, age about 22 years], from Bhagvádándi to Gogha. The boat on the 13th July, whilst carrying postal letters, capsized during a storm when about three miles east of Piram island, Gulf of Cambay. Total loss; value of boat, Rs. 1,200. She had on board 15 passengers and a crew of 8 persons. Five of the crew, who succeeded in clinging to the top of the boat, were drifted towards Broach, and were picked up after having been in the water 33 hours; the remaining crew, 3 men, and 15 passengers were lost.

44. The British iron flat KRISHNA [of Calcutta, 475 tons register, official number not stated, age 30 years], from Narainganj to Calcutta with a cargo of tea and jute. On the 28th July the flat, in tow of the S.S. *Benares*, whilst rounding a sharp curve in the Jungula creek near Birozpur, Sunderbuns, struck upon a large snag which made an enormous hole in the after compartment below the water line. She immediately commenced to sink and was promptly run ashore; but when the tide rose it overflowed her decks. It was reported that the 4,000 chests of tea were all destroyed, but that the jute was saved. Crew 21 men. No loss of life.

AUGUST 1881.

45. The British Indian battalla SINDIAN [of Kurrachee, 57 tons register, official number 106, age 2 years], from Kurrachee to Bahrein (Persian Gulf) *viá* Gwadar, in sand ballast. About 6 P.M. on the 13th August, when 12 miles N.W. of Manora point (Sind coast), owing to a sudden shift of wind taking the sail flat aback, she capsized. Value of battalla unknown. Crew 8 men and 4 passengers. Six lives lost; the remainder were saved by the battalla *Sackree*.

46. The British Indian padow RUPAREL [of Gogha, 17 tons register, official number 77, age 50 years], from Gogha to Bombay with a cargo of sand and ten buffaloes. On the 22nd August, when about 10 miles to the westward of Damán (Bombay coast), the vessel sprang a leak during heavy weather, and whilst entering Damán creek she drifted ashore and became a total wreck. Value of padow Rs. 1,400; of cargo Rs. 165. Crew, 9 men, and 2 passengers, all saved by swimming ashore.

SEPTEMBER 1881.

47. The British Indian ganja FUTHE CURIM [of Bombay, 148 tons register, official number 4, age 4 years, not classed], from Bombay to Calicut with a general cargo. At 3 P.M. on the 13th September, the tindal brought the vessel into 15 feet water (she drawing 12 feet) before he anchored her; the lead not being hove as the tide fell, she took the ground when N.W. of the Calicut light-house, Malabar coast. Her bottom was stove in, and in order to prevent her sinking, the cable was cut and the vessel beached, where she afterwards broke up. Value of vessel unknown. Rs. 9,000 worth of cargo lost. The crew, 17 men, walked ashore. (The wreck was caused by gross ignorance and carelessness on the part of the tindal.)

48. The British Indian battalla HARIPRASAD [of Bombay, 37 tons register, official number 3], from Calicut to Ponáni in ballast. At 6 P.M. on the 13th September, the vessel's anchors gave way during heavy weather, and she drifted on to the beach about half a mile south of the Custom-house, Ponáni, Malabar coast. Total loss of battalla, valued at Rs. 1,200. No loss of life.

49. The British Indian pattimar SACRY SAVOY [of Cochin, 38 tons register, official number 6], from Málwan to Bállipatam in ballast. On the 14th September the vessel was lying at anchor in Cannanore harbour (Malabar

coast) about 400 yards from the eastern side of the fort, when owing to heavy surf she lost one of her anchors and was driven ashore. Total loss of pattimar, valued at Rs. 1,000. Crew 9 men. No loss of life.

50. The British iron flat DELTA [of Calcutta, 450 tons register, official number not stated, age 21 years], from Narainganj to Calcutta with a cargo of tea and jute. The flat belonged to the India General Steam Navigation Company, and was used for passenger and goods traffic on inland rivers. On the 26th September, whilst proceeding down the Sunderbuns, she struck on a snag when near Attara Banka, which was embedded in the bank below water, a large hole was made in her side, and she filled and sank. Value of flat Rs. 40,000. Value of cargo unknown. Crew 20 men. No loss of life.

OCTOBER 1881.

51. The British iron screw steamer MATHEW CURTIS [of Cardiff, 1,255 tons register, official number and class not reported, age 3 years], from Calcutta to Dundee with a general cargo. The vessel is reported to have run ashore in a fog off Cape Guardafui, north-east coast of Africa, on the 3rd October. The captain and crew, who were saved, were picked up by the S.S. *Godavery* and conveyed to Seychelles. Value of vessel and cargo not known. (No information could be obtained relating to the loss of this vessel.)

52. The Dutch iron screw steamer KÖNIG DER NEDERLANDEN [of Amsterdam, 1,952 tons register, official number not reported, age 9 years], from Batavia to Amsterdam with a general cargo. On the evening of the 4th October, when in latitude 5° S., and longitude 64° E. (Indian Ocean), her shaft broke, and shortly afterwards she sprang a leak. Steam and other pumps were forthwith set to work, and part of the cargo shifted from the after to the fore part of the ship to give her a better list; but all proved unsuccessful. At 6 A.M. next morning, as soon as orders were given to set sail, the Chief Engineer reported that the vessel was sinking fast, when, immediately after the boats had been lowered and all the hands had got into them, she foundered. Value of vessel and cargo not known. She had on board, together with her crew and passengers, about 213 souls. The S.S. *Wyberton*, which left Batavia eight days or so after the *König Der Nederlanden*, picked up one of the boats containing 38 persons on the 11th October, when in latitude 5° 25′ S. and longitude 67° 11′ E., and safely landed them at Aden. The S.S. *Del Comyn* arrived at Aden on the 28th October with 19 of the crew and passengers which she picked up on the 15th October in latitude 5° S. and longitude 69° E. A boat containing 28 hands reached Point de Galle in safety on the 6th November, after having been 32 days at sea; a soldier (a private) committed suicide while in the boat. The S.S. *Madura* also brought to Aden on the 13th November 39 of the passengers and crew, including the captain, from Chagos Archipelago. Her Majesty's ship *Ready* left Colombo for the Chagos and Maldivh islands to search for the missing boats of this vessel, but returned without meeting with any success. No news was received of the remaining 90 hands.

[No official report of this wreck reached this department, nor could any information be obtained from Aden; the above details were compiled from private sources.]

53. The British Burman wooden barque NESUTAN [of Maulmain, 935 tons register, official number 69321, class not reported, age 18 years], from Maulmain to Bombay with a cargo of 1,138 tons teak timber. The Port Officer of Maulmain stated that she sailed from Amherst on the 28th October, and since then nothing has been heard of her; but it is presumed that the *Nesutan* must have been lost in the bad weather which it is supposed prevailed on the western coast of the Bay of Bengal. The owners received no news of this vessel since leaving Amherst. She had on board a crew of 32 hands, including the master, all of which, with the exception of the master, mate, and gunner, were natives; there were also three passengers,—the master's wife, child, and servant. Value of vessel and cargo not known.

NOVEMBER 1881.

54. The Arabian dingy SALAMUT SAVAYE [of Basra, 45 tons register, no official number or class, age 4 years], from Maskat to Kurrachee with a

general cargo, valued at Rs. 3,000. At noon of the 4th November the mail steamer *Calcutta* was leaving for Bombay. When near the entrance channel, Kurrachee harbour (Sind coast), she came into collision with the dingy, which was under sail, and which was standing towards the anchorage. The dingy sank in nearly mid-channel shortly after the collision; value not reported. Cargo about Rs. 1,000 worth was lost. Crew 9 men and 11 passengers; one life lost. (It was reported that the dingy would be removed from a position which somewhat impeded the navigation of the channel. The dingy was to blame, as she tacked and stood across the bows of the *Calcutta* (in pilotage charge) while standing out of the harbour, which resulted in collision.)

[A Court of Inquiry was held at the Sessions Judge's Court, Kurrachee, under provisions of section 5 of the Indian Merchant Shipping Act IV of 1875, on the 14th and 15th November, to investigate the circumstances attending the above collision. A careful consideration of the evidence, and especially of the official record, led the Court to the conclusion that there was enough wind to give the dingy steerage way, but little more; she would be making about a knot an hour against the tide. This the pilot must be presumed to know, and he ought to have acted accordingly. All that he did was to port the steamer's helm, continuing going full speed ahead. The Court thought that this was a mistake; he ought to have gone slower,—that is, eased the engines. The pilot himself seemed to have admitted this. In his official report made to the Master Attendant on the 5th, he said—"I observed the native vessel in the entrance channel sailing up. For the sake of caution I at once eased the steamer's engines and blew the whistle." Now the easing of the engines was denied by both the captain and the chief engineer of the steamer, and the engine-room record proved that the engines were never eased. Thus the steamer went on full speed ahead to within about quarter of a mile of the dingy. Then the dingy was observed to alter her course, and to be going to port,—in the same direction, that is to say, as the steamer was going. The effect of this was to cause the collision. The Court had no doubt that the cause of this alteration in the dingy's course was the starboarding of the helm of the dingy. This improper act on the part of the helmsman of the latter was one which directly caused the collision, but, as before said, the Court thought the steamer was going at too great a rate of speed under the circumstances. Had she not been going so fast there would have been no collision; the steamer could have been stopped before she came to the dingy, or the steamer's helm might have put hard to starboard, in which case it was the opinion of Captain Taunton (Assessor) that she would have gone clear of the stern of the dingy. The Court observed that the distances given were those of the pilot. The captain slightly differed from his, but to no material extent. The Court added that no blame whatever could be attached to the British India Steam Navigation Company or to the officers of the ship. All was in good order and working well.]

The Governor of Bombay confirmed the proceedings.

55. The Indian Government hopper barge HOBART [of Madras, 92 tons register, no official number or class, age 5½ years], and *Salisbury* were securely fastened together by baulks of teak and were used for screwing the moorings of the harbour. At 7 P.M. on the 12th November the fastenings parted during a cyclone, and the vessels swung round the stern, mooring giving way; and after knocking against one another for some hours they foundered inside the Madras harbour, Coromandel coast. Value of vessel £2,500. Ten persons were on board at the time of the casualty; nine were lost, and one was washed ashore with a life-buoy.

56. The Indian Government hopper barge SALISBURY [of Madras, 93 tons register, no official number or class, age 5½ years] was a sister ship to the *Hobart*. She foundered inside the Madras harbour at the same time as the *Hobart* (above described). Value of the vessel £2,500. Crew, 11 men, 5 of whom were lost; of the remaining 6 men, 3 were washed ashore and 3 taken off the mast.

57. The British Indian muchwa HYDROSE [of Mangalore, 30 tons register, official number 15, age 7 years], from Udipi to Mangalore in ballast. At 5 P.M. on the 13th November, when the muchwa was entering Mangalore harbour (Malabar coast) during a storm, the sail was carried away; the anchors were let go but would not hold, and she dragged on to the southern spit of sand.

Damage to muchwa Rs. 400. No loss of life. (The owner, not wishing to go to the expense of launching her, broke her up.)

58. The British Indian muchwa DARIA DOWLAT [of Mangalore, 7 tons register, official number 27, age 6 years], from Mangalore to Molky with a cargo of tiles, tar, and Rs. 800 in cash. At 9 P.M. on the 22nd November, in attempting to cross the Mangalore bar (Malabar coast) when the surf was high, she filled with water and sank. She was afterwards driven ashore and became a wreck. Value of muchwa Rs. 250. Of the cargo, a portion of the tiles valued at Rs. 36 was lost. Crew were saved by means of planks.

59. The British Indian wooden barque SIVAGAMASOONDARY [of Chittagong, 707 tons register, official number 1 of 1880, age 12 years], from Akyab to Negapatam in ballast. At midnight of the 29th November, when in Negapatam roads (Coromandel coast), she sprang a leak during a heavy gale and foundered at her anchor; the light-house bearing S. 65° W., distant $1\frac{3}{4}$ miles in $4\frac{1}{4}$ fathoms. Total loss. Value not reported. Crew 6 men. No loss of life.

DECEMBER 1881.

60. The British Indian pattimar SAVOY PALKI [of Ratnagiri, 275 tons register, official number 8070, age about 20 years], from Bombay to Jaygad and Malabar coast in ballast. At about 2 P.M. on the 9th December, when at sea off North Kanara, Bombay coast, a strong land wind carried away the sail and rigging of mast; the mast worked loose, and the heel of it went through the bottom of the vessel, and she filled with water and foundered. Value of pattimar Rs. 5,000. The crew, 25 men, and 1 passenger, saved themselves by means of the vessel's boat.

61. The British iron ship ELLEN STUART [of Liverpool, 1,572 tons register, official number 15370, age 28 years, classed at Lloyd's 90 A1], from Calcutta to London with a general cargo. The vessel on the 23rd December was lying at her moorings, No. 1 jetty, River Hooghly, when the chief officer was informed at about 11 A.M. that there was a smell of fire about, and he forthwith proceeded to the chain locker, whence he found smoke issuing. He at once ordered the water to be passed down, and signalled for the fire engine. The fire engine *Hooghly*, as also the fire brigade with their engine, and the Port Commissioners' steam tug *Hetty*, were on the spot and hard at work within a quarter of an hour of the alarm. The smoke was so dense that the exact locality of the fire could not be ascertained; but as the fire was gaining, and likely to endanger other ships in the port, the Harbour Master had her hauled out from the jetty, towed across the river by the tug *Hetty*, and beached on the Shibpur bank, off Messrs. King & Co.'s premises, and the compartment on fire filled with water. Eventually she broke her back, and thus became a complete wreck. Loss, value of vessel, about £25,000; cargo about £30,000. No loss of life.

[A special Court of Inquiry under the Indian Merchant Shipping Act IV of 1875 was held at the Chief Magistrate's Court, Calcutta, on the 21st January 1882, to enquire into the cause of the fire on board the *Ellen Stuart*. All appeared to have been done that could be done to subdue the fire, but without effect. The question before the Court was as to the origin of the fire. It was unfortunate that the second officer of the ship, who superintended the loading of the hold, had left Calcutta, so the Court had been unable to obtain his evidence, and nearly all of the ship's crew had also left this port. In the absence of evidence on this point, the Court was unable to come to any finding as to the direct cause of the fire, but was unanimously of opinion that it was not caused by spontaneous combustion of the jute from water-damp. By experiments tried in England it had been proved that loose jute thoroughly saturated with water, and stacked in a yard, will not take fire, and this was borne out by one of the members of the Court, a gentleman of great experience in shipping jute, and who stated that bales of jute were frequently landed, after a long voyage, entirely rotten from water-damp; and further, that, in his whole experience, he had never known a case of spontaneous combustion of jute from contact with water. In the present case the jute in question was only in the hold of the vessel for some six or seven days in the cold weather and with the hatch open; and the Court was of opinion " that even had the jute been water-

damp, it would, under the existing circumstances, have been quite impossible for spontaneous combustion to have occurred in that time. If jute be damp from oil, it undoubtedly becomes highly inflammable, and spontaneous combustion might take place in a few days, but there is no evidence to show that the jute in question did in any way come into contact with any oil whatever. In the present case all the bales appeared to have been in good condition and free from stains, and no rain fell during the time the ship was loading." The Court asked the opinion of the Chemical Examiner to Government on the subject, and he appeared to consider that the fire was caused by spontaneous combustion from oil exuding from the bags of linseed, and being drawn upwards into the jute by capillary attraction. Oil, however, does not exude from linseed unless it be subjected to such severe pressure as to crush the seed, which certainly was not the case in the present instance, when the vessel was lying in still water. The stowage of the jute in the *Ellen Stuart* was carried on by day and night, and it was in evidence that both oil and candle lanterns were used at night for the men working in the hold to see by. The Court considered it a matter of the highest moment that there should be a port rule to the effect that no lights should be allowed in taking in or discharging cargo in this port, with the exception of locked candle lanterns, the keys of which should be kept on deck in charge of some responsible officer. Such a rule, if carried out, would effectually prevent lanterns being opened in vessels' holds, and would further prevent the possibility of leakage from oil lanterns.]

62. The British Indian craft NARYEN PRASÁD [of Sánikatta (Kumta), 8 tons register, official number 1737, age 18 years], from Ankola to Gangávali in ballast. On the 24th December, the water over the bar outside the Gangávali creek, Bombay coast, not being deep enough for the craft, she struck the bottom and went to pieces. Value of craft Rs. 250. No loss of life.

63. The British Indian dhoney SREE VENKATASWERLU [of Vizagapatam, 26 tons register, no official number or class, age 5 years], from Bimlipatam to Madras with a cargo of cotton seeds and vendium. On the 29th December, whilst lying at anchor in the north roads, outside the Madras harbour, the dhoney parted her cables and drifted into the harbour through one of the gaps at the northern groyne and stranded on the south side of the Madras pier (Coromandel coast). The vessel being so small and deeply laden, was unable to ride out the breeze. Value of dhoney Rs. 1,000. Of the cargo, about Rs. 300 worth was lost. Crew 7 men. No loss of life.

TABULAR STATEMENT OF THE CASUALTIES,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
1	*Acacia*	391	British barque ...	1st January ...	Cochin	London ... ...
2	*Orion*	2,296	British screw steamer ...	3rd ditto ...	Liverpool	Colombo and Calcutta ...
3	*Inchclutha*	1,294	Ditto	6th ditto ...	Bombay	London ... ...
4	*Gleadowe*	1,430	Ditto	7th & 9th ditto	Calcutta	Genoa ... ...
5	*Mahadeoprasad* ...	20	British Indian muchwa ...	8th ditto ...	Kumta	Bombay ... ...
6	*Newcastle*	1,137	British ship	9th ditto ...	Demerara *via* Table Bay	Calcutta ... ...
7	*Langrigg Hall* ...	1,361	British barque ...	Ditto ...	Sunderland	Bombay ... ...
8	*Yeswanti*	17	British Indian mahangiri	12th ditto ...	... ...	Mora ... ...
9	*City of Mecca* ...	1,461	British screw steamer ...	Ditto ...	Calcutta	London ... ...
10	*Umvoti*	442	British barque ...	13th ditto ...	Ditto	Natal ... ...
11	*Epervier*	628	French barque ...	15th ditto ...	Chittagong	Pondicherry and Mauritius.
12	*Dhanprasad* ...	49	British Indian craft ...	24th ditto ...	Calicut	Broach ... ...

WATERS DURING THE YEAR 1881.

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
535 tons oil and coir; value not reported.	On Mwamba Ukombi reef, southern entrance to Zanzibar.	East Coast of Africa.	Stranding. Unknown ...	None lost ...	About one-fifth of the cargo damaged and sold without loss.
General; value not stated.	In latitude 13° 36' N., and longitude 84° 39' E.	Bay of Bengal...	Damage to engines unknown ...	Ditto ...	None lost.
General; value not known.	About 30 miles west of Bombay ...	Arabian Sea ...	Slight casualty. Stress of weather	Ditto ...	Partially lost; value unknown.
General; value not reported.	On the mud bank at Sankral, and again in the Eastern gut, James and Mary's shoal.	Hooghly River...	Grounding. Unavoidable ...	Ditto ...	None lost.
20 tons cotton, cardamoms, and betelnut; value Rs. 7,696.	About 4 miles to the North-West of Jaygad point.	Bombay Coast...	Sprung a leak. Stress of weather	Ditto ...	Totally lost.
556 coolie emigrants and a cargo of coals and cement; value not stated.	On the edge of the flat above Budge-Budge jute mills.	Hooghly River...	Grounding. Unavoidable ...	Ditto ...	None lost.
2,206 tons coals value not known.	North of Chagos Archipelago, in latitude 2° 35' S., and longitude 71° 0' E.	Indian Ocean ...	Loss of masts, &c. Stress of weather.	Ditto ...	Ditto.
576 maunds salt; value Rs. 41.	In the Mora creek near the Dhakti Zirawli salt works, Bombay harbour.	Bombay Coast ...	Sprung a leak. Old and rotten...	Ditto ...	Cargo worth Rs. 37 was lost.
General; value not reported.	At Kulpee roads, close to the Upper Kulpee buoy.	Hooghly River...	Grounding. Unavoidable ...	Ditto ...	None lost.
Rice; value not stated.	In Madras roadstead ...	Coromandel Coast.	Collision with barque *Tweedsdale*. Carelessness of master.	Ditto ...	Ditto.
24,000 maunds rice; value Rs. 36,000.	Off Jooldea, Kornafuli river ...	Chittagong Coast.	Grounding. Carelessness of pilot	Ditto ...	Ditto.
Miscellaneous; value Rs. 1,910.	Opposite the village of Umbheta, entrance to the Narbada river.	Gulf of Cambay.	Grounding. Unknown ...	Ditto ...	Rs. 978 was lost; the remainder damaged.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
13	*Parkland*	1,133	British screw steamer ...	25th January ...	Cardiff	Bombay ... ...
14	*Cassiope*	1,559	British ship	26th ditto ...	Madras	Rangoon ... ...
15	*Chindwara*	1,533	British screw steamer ...	Ditto ...	Bombay	Calcutta ... ...
16	*Chupra*	1,730	Ditto	27th ditto ...	Calcutta	Bombay ... ...
17	*Almora*	1,719	Ditto	Ditto ...	Ditto	London ... ...
18	*Gajopadarath* ...	131	British Indian craft ...	29th ditto ...	Bilimora (south of Surat)	Makalleh (east of Aden)
19	*Fajandari*	13	British Indian padow ...	30th ditto ...	Uran	Chiplún ... ...
20	*Bhawani*	8	British Indian muchwa ...	Ditto ...	A'ntora (a little south of Bombay.)	Rajápur ... ...
21	*Kilwa*	993	British screw steamer ...	31st ditto ...	Calcutta	Rangoon ... ...
22	*Talisman*	1,199	British ship	1st February ...	Ditto	Dundee ... ...
23	*Orsino*	1,342	British screw steamer ...	Ditto ...	Ditto	Marseilles ... ...
24	*Futtel Barry* ...	680	Turkish ship ...	Ditto ...	Ditto	Jiddah ... ...

WATERS DURING THE YEAR 1881.

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
1,600 tons general; value not stated.	Off Brothers' islands	Red Sea ...	Damage to engines. Unavoidable	None lost ...	None lost.
750 tons stone ballast.	On the Liffey shoal, about a quarter of a mile S. S. E. of the red buoy, Rangoon river.	Burma Coast ...	Grounding. Carelessness of pilot	Ditto ...	...
General; value not reported.	On the bank a little above Noorpoor point.	Hooghly River...	Grounding. Unavoidable ...	Ditto ...	None lost.
General; value not stated.	On the sand off Vanzan's creek ...	Ditto ...	Ditto. Ditto... ...	Ditto ...	Ditto.
General; value not given.	On the bank at Sankral bazar ...	Ditto ...	Ditto. Ditto... ...	Ditto ...	Ditto.
Jowar, wheat, rice and oil; value Rs. 5,200.	On the sand bank near Bhat, north of Bulsar.	Gulf of Cambay.	Stranding. Stress of weather ...	Ditto ..	Rs. 1,700 worth was lost; the remainder damaged.
360 maunds salt; value Rs. 1,080.	On a reef in Karanja creek, Bombay harbour.	Bombay Coast...	Grounding. Tides and currents	Ditto ...	Damaged to the extent of Rs. 273.
Rice; value Rs. 430	About a mile inside the A'ntora creek ...	Ditto ...	Capsized. Carelessness of master	Ditto ...	Rs. 55 worth was lost, and Rs. 60 damaged.
1,300 tons general; value not reported.	On the mud at entrance to Monkey point channel, Rangoon river.	Burma Coast ...	Grounding. Unavoidable ...	Ditto ...	None lost.
Jute; value not stated.	At Melancholy point	Hooghly River...	Ditto. Ditto... ...	Ditto ...	Ditto.
Seeds; value not reported.	On the bank at Ooloobaria ...	Hooghly River...	Ditto. Ditto... ...	Ditto ...	Ditto.
Rice; value not given	On the bank a little below Jarmaker's crossing mark.	Ditto ...	Ditto. Ditto... ...	Ditto ...	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
25	*Britannia* ...	1,343	British ship ...	1st February ...	Chittagong	Dundee ... ...
26	*Kaffir Chief* ...	336	British schooner ...	2nd ditto ...	Calcutta	Jamaica ... ...
27	*Moideen Boux* ...	111	British Indian brig ...	4th ditto ...	Cochin	Jaffna and Madras ...
28	*Ava*	207	British screw steamer ...	6th ditto ...	Maulmain	Rangoon ... ...
29	*Marion*	1,356	Ditto	8th ditto ...	Cardiff	Aden and Bombay ...
30	*Parnass*	627	German barque ...	16th ditto ...	Calcutta	Falmouth ... ...
31	*Palm*	1,394	British screw steamer ...	20th ditto ...	Bombay	Rangoon ... ...
32	*City of Venice* ...	2,092	Ditto	21st ditto ...	Liverpool	Calcutta ... ...
33	*Louise*	413	French barque ...	Ditto ...	Bourbon	Ditto ... ...
34	*Zealous*	891	British screw steamer ...	27th ditto ...	Newport (Monmouth) ...	Aden ... ...
35	*Ekádasi*	21	British Indian gulbut ...	28th ditto ...	Belápur (near Panvel) ...	Bombay ... ...
36	*Zio Pellegro* ...	760	Italian barque ...	1st March ...	Rangoon	Amsterdam ... ...

WATERS DURING THE YEAR 1881.

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Not reported ...	Below Messrs. Bullock Brothers godown, Kornafuli river.	Chittagong Coast.	Collision with barque *Sotoria*. Unavoidable.	None lost ...	None lost.
Rice; value not stated.	On the bank above Jarmaker's point ...	Hooghly River...	Grounding. Unavoidable ...	Ditto ...	Ditto.
60 tons general; value Rs. 10,000.	In Cochin harbour	Malabar Coast...	Collision with barque *Kassa*. Unavoidable.	Ditto ...	Ditto.
About 113 tons timber; value not given.	On the Rangoon bar; China Bakeer light bearing S. W., and Outer black buoy S. E. ½ E.	Burma Coast ...	Grounding. Carelessness of master.	Ditto ...	Ditto.
2,000 tons coals; value not stated.	On Mokha shoal, about 3½ miles off Mokha.	Red Sea ...	Ditto. Ditto ...	Ditto ...	Ditto.
General; value not reported.	On the edge of Budge-Budge sand ...	Hooghly River...	Grounding. Fog. ...	Ditto ...	Ditto.
200 tons stone ballast.	At Monkey point, Rangoon river ...	Burma Coast ...	Grounding. Unavoidable ...	Ditto ...	...
General; value not stated.	At Garden reach	Hooghly River...	Collision with S. S. *Meinam*. Unavoidable.	Ditto ...	None lost.
In ballast ...	On the bank about a mile below Hog river creek.	Ditto ...	Grounding. Unavoidable ...	Ditto ...	...
1,405 tons coals; value not given.	On the Mokha north shoal, in about latitude 13° 20' N., and longitude 43° 9' E.	Red Sea ...	Grounding. Carelessness of master.	Ditto ...	30 tons jettisoned; value unknown.
Straw and grass; value Rs. 170.	On a sunken rock off Dwella More, Belápur creek, Bombay harbour.	Bombay Coast...	Stranding. Stress of weather ...	Ditto ...	Partially lost value Rs. 80.
1,129 tons rice; value not reported.	At Monkey point, Rangoon river ...	Burma Coast ...	Grounding. Carelessness of pilot	Ditto ...	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
37	*Mercedes*	1,344	British screw steamer ...	2nd March ...	Aden	Calcutta ... ...
38	*Luxmee*	9	British Indian craft ...	Ditto ...	Belápur (near Panvel) ...	Thána ... ...
39	*Chyebassa*	2,639	British screw steamer ...	3rd ditto ...	Calcutta	London ... ...
40	*Luxmee*	18	British Indian mahangiri	Ditto ...	Kalyán	Bombay ... ...
41	*Raj Lachhmi* ...	69	British Indian dhoney ...	5th ditto ...	Rámesvaram (Pámban)	Pooree ... ...
42	*Mecca*	936	British screw steamer ...	12th ditto ...	Calcutta	Maulmain and Straits ...
43	*Cavalier*	1,196	Ditto	14th ditto ...	Bassein	Hamburg ... ...
44	*Kastu*	7	British Indian muchwa ...	Ditto ...	Harnai	Kulthure ... ...
45	*Haddon Hall* ...	1,416	British ship ...	15th ditto ...	Rangoon	United Kingdom ...
46	*Seewo*	1,059	British screw steamer ...	17th ditto ...	Newcastle	Hong-Kong ... ...
47	*Maria P.*	820	Italian barque ...	18th ditto ...	Trapani	Rangoon ... ...
48	*Shakool Hamed* ...	330	British Indian barque ...	Ditto ...	Akyab	Jaffna ... ...

WATERS DURING THE YEAR 1881.

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
In water ballast ...	On the bank at Fulta point ...	Hooghly River...	Grounding. Unavoidable ...	None lost ...	
280 maunds salt; value Rs. 750.	On a rock, about 1½ miles from Khernee bandar, Thána river.	Bombay Coast...	Stranding. Unknown ...	Ditto ...	Totally lost.
General; value not stated.	On the bank at Garden reach ...	Hooghly River...	Slight casualty. Unavoidable ...	Ditto ...	None lost.
Grass; value about Rs. 100.	Off the Kulwa railway bridge, Thána river.	Bombay Coast...	Stranding. Unknown ...	Ditto ...	Totally lost.
None ...	Within the limits of Pooree roads ...	Orissa Coast ..	Stranding. Stress of weather ...	Ditto ...	...
General; value not stated.	In the Lady Clifford channel, Salween or Maulmain river.	Burma Coast ...	Grounding. Carelessness of pilot	Ditto ...	None lost.
2,176 tons rice; value not reported.	Near the Aden light-ship	Gulf of Aden ...	Damage to engines, &c. Unknown	Ditto ...	Ditto.
Paddy and sundries; value Rs. 360, and Rs. 347 in cash.	On a rock at the mouth of Kulthuré creek.	Bombay Coast...	Stranding. Stress of weather ...	Ditto ...	Partially lost; value Rs. 320, and Rs. 347 in cash.
Rice; value not stated.	In the Pegu river near Messrs. Stewart, Punch, and Co.'s rice mills, Rangoon river.	Ditto ...	Collision with steam tug *Ngapoota*. Carelessness of pilot.	Ditto ...	£348 worth was lost, and £2,364 damaged.
1,700 tons coals; value not reported.	238 miles off Aden, in latitude 12° 17 N., and longitude 49° 8' E.	Gulf of Aden ...	Fire. Want of ventilation ...	Ditto ...	Partially lost; value Rs. 5,000.
Salt; value not reported.	About half way between the Hastings shoal and Rangoon.	Burma Coast ...	Collision with S. S. *Cervia*. Unavoidable.	Ditto ...	None lost.
Paddy; value not given.	On the mud bank about 4 miles W.N.W. of Savage island light-house, Arakan river.	Ditto ...	Unavoidable ...	Ditto ...	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
49	*Euphrates*	500	British screw steamer ...	19th March ...	Bombay	Kurrachee ... ...
50	*Ethiopia*	1,413	Ditto	20th ditto ...	Calcutta	Bombay ... ...
51	*Rangeli*	22	Native craft... ...	21st ditto ...	Revdanda	Kalyan ... ...
52	*Mary P. Kitchen* ...	1,062	British ship	22nd ditto ...	Maulmain	The Channel... ...
53	*Navarino*	2,160	British screw steamer ...	23rd ditto ...	London	Calcutta ... ...
54	*Newnham*	1,296	Ditto	Ditto ...	Cardiff	Bombay ... ...
55	*County of Cardigan* ...	1,292	British ship	24th ditto ...	South Shields ...	Rangoon ... ...
56	*Antonio*	1,214	British screw steamer ...	25th ditto ...	Bassein	Malta ... ...
57	*Assiria*	1,136	Italian screw steamer ...	27th ditto ...	Point-de-Galle ...	Marseilles and Genoa ...
58	*Hanmant Prasad* ...	19	British Indian mahangiri	Ditto ...	Kalyán	Bombay ... ...
59	*Sarah Ann*	876	British screw steamer ...	28th ditto ...	Point-de-Galle ...	London ... ...
60	*Magellan*	613	British barque ...	30th ditto ...	Rangoon	Queenstown or Falmouth

WATERS DURING THE YEAR 1881.

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not stated.	About 350 yards E.N.E. of the light-house, Kurachee harbour.	Sind Coast ...	Grounding. Carelessness of master	None lost ...	None lost.
General; value not given.	On Fulta sand	Hooghly River...	Grounding. Unavoidable ...	Ditto ...	...
30 maunds coals; value Rs. 600.	On a sandbank in the Nandkar creek, Bombay harbour.	Bombay Coast...	Stranding. Ignorance of master	Ditto ...	None lost.
Teak timber; value not stated.	In Pool channel, Salween or Maulmain river.	Burma Coast ...	Grounding. Carelessness of pilot	Ditto ...	Ditto.
General; value not given.	On the bank at Fulta point... ...	Hooghly River...	Grounding. Unavoidable ...	Ditto ...	Ditto.
About 2,800 tons coals and iron; value not reported.	On Sha'b Ali reef, Gulf of Suez ...	Red Sea ...	Stranding. Mirage, fogs, &c. ...	Ditto ...	Partially lost; value not known.
1,878 tons coals; value not given.	On the Hastings shoal, Rangoon river ...	Burma Coast ...	Grounding. Unavoidable ...	Ditto ...	None lost.
2,248 tons rice; value Rs. 1,51,760.	On the edge of the mud flat in Padouk reach, Bassein river.	Burma Coast ...	Ditto. Ditto ...	Ditto ...	Ditto.
1,300 tons general; value not known.	In latitude 12° 40′ N., and longitude 45° 35′ E.	Gulf of Aden ...	Damage to engines. Unavoidable	Ditto ...	Ditto.
Grass; value Rs. 160	On a rock off Nandlé, Trombay creek, Bombay harbour.	Bombay Coast...	Stranding. Stress of weather ...	Ditto ...	Totally lost.
1,645 tons rice; value unknown.	In latitude 6° 1′ N., and longitude 79° 37′ E.	Ceylon Coast ...	Damage to engines. Unknown ...	Ditto ...	None lost.
Rice and cutch; value not reported	Off the town, Rangoon river ...	Burma Coast ...	Collision with S. S. *Satara*. Carelessness of pilot.	Ditto ...	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
61	*Sugate Prasad* ...	19	Native craft	2nd April ...	Mowah	Bombay ... ...
62	*Enterprize*	694	Indian Government steamer.	3rd ditto ...	At	anc
63	*Easington*	1,135	British screw steamer ...	5th ditto ...	Point-de-Galle ...	Calcutta ... ...
64	*Fitzpatrick*	680	Ditto	Ditto ...	Rangoon	Singapore ... ...
65	*Himalaya*	910	Ditto	7th ditto ...	Calcutta	Colombo ... ...
66	*Kashinath*	17	British Indian pattimar ...	9th ditto ...	Goa	Bombay ... ...
67	*Bassein*	208	British Indian steamer ...	11th ditto ...	Chittagong	Narainganj ... ...
68	*Margaret Northcote* ...	60	Indian Government screw steamer.	12th ditto ...	Pondicherry ...	Madras ... ...
69	*Rampasad*	22	British Indian craft ...	15th ditto ...	Bhávnagar	Bombay ... ...
70	*Mars*	722	British barque ...	16th ditto ...	Madras	Natal ... ...
71	Name unknown ...	15	British Indian boat ...	Ditto ...	Calcutta	Raipur ... ...
72	*Choice*	394	British barque ...	25th ditto ...	Chittagong	Mauritius ... ...

WATERS DURING THE YEAR 1881.

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Cotton; value Rs. 6,000.	Off Omergaum	Bombay Coast...	Damage to hull. Stress of weather.	None lost ...	Rs. 3,600 worth was lost, and Rs. 1,200 worth damaged.
h o r.	Near the pilot brig, entrance to Rangoon river.	Burma Coast ...	Collision with S. S. *Camelot*. Carelessness of master.	Ditto ...	...
Coals; value not stated.	On the Mata Mada rocks, south side of the fairway, Galle harbour.	Ceylon Coast ...	Stranding. Unavoidable ...	Ditto ...	Not reported.
1,090 tons rice and sundries; value not given.	On the bank, between Chokey point and Stockade creek, Rangoon river.	a Coast ...	Grounding. Unavoidable ...	Ditto ...	None lost.
General; value not given.	Between Nos. 2 and 3 tracks, Moyapore	Hooghly River...	Ditto. Ditto ...	Ditto ...	Ditto.
Betel-nuts, fruit, coir, &c.; value about Rs. 500.	Near Yetia, a little north of Jaytápur ...	Bombay Coast...	Collision with S. S. *Neera*. Carelessness of master of Native craft.	Ditto ...	Totally lost.
Not known ...	At Rajbaree in the Megna river ...	Sunderbuns ...	Grounding. Unknown ...	Ditto ...	None lost.
None ...	At the mouth of Madras harbour ...	Coromandel Coast.	Collision with cargo boat (name unknown). Carelessness of master of Native craft.	Ditto ...	...
Cotton; value Rs. 15,852.	On the Malaiki bank (Malacca) ...	Gulf of Cambay	Grounding. Not reported ...	Ditto ...	Partially lost; value Rs. 6,000.
(338 emigrants) 145 tons rice; value not reported.	On a sand patch off the N. E. coast of Ceylon, in latitude 9° 8′ N., and about 5½ miles off shore.	Ceylon Coast ...	Stranding. Defective charts ...	Ditto ...	None lost.
350 maunds salt; value Rs. 1,350.	At Lamchi chur, Dakatia river ...	Sunderbuns ...	Capsized. Stress of weather ...	Ditto ...	Totally lost.
16,000 maunds rice; value Rs. 24,000.	Below Noakhali, Kornafuli river ...	Chittagong Coast.	Grounding. Unavoidable ...	Ditto ...	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
73	*Mecca*	936	British screw steamer ...	26th April ...	Calcutta	Rangoon ... ...
74	*Lord Derby*	1,132	Ditto	Ditto ...	Point-de-Galle ...	Port Said ... ...
75	*Viking*	1,686	Ditto	28th ditto ...	Calcutta	London ... ...
76	*Dhanprasad* ...	8	British Indian padow ...	2nd May ...	Dántivra (Máhim) ...	Jaygad ... ...
77	*Baliraja*	18	British Indian mahangiri	8th ditto ...	Belápur	Bombay ... ...
78	*Viscount*	1,270	British ship ...	11th ditto ...	Liverpool	Calcutta ... ...
79	*Para*	260	Dutch brig ...	13th ditto ...	Calcutta	Natal ... ...
80	No name	15	British Indian craft ...	16th ditto ...	Raipur	Calcutta ... ...
81	*Martaban*	1,630	British screw steamer ...	Ditto ...	Glasgow	Rangoon ... ...
82	No name	Not known	British Indian boat ...	Ditto ...	Raipur	Calcutta ... ...
83	*Hankow*	2,331	British screw steamer ...	18th ditto ...	Singapore	Ditto ... ...
84	*Kalianprasad* ...	86	Native kotia ...	20th ditto ...	Zanzibar	Dwárka ... ...

WATERS DURING THE YEAR 1881.

Cargo and its total value.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
1,400 tons general; value not stated.	Near Case's buoy on the extension of the Middle bank (Allaythoung), Rangoon river.	Burma Coast ...	Grounding. Unavoidable ...	None lost ...	None lost.
About 2,000 tons rice; value not reported.	In latitude 13° 40′ N., and longitude 48° 59′ E.	Gulf of Aden ...	Damage to engines. Unavoidable	Ditto ...	Ditto.
General; value not given.	On the Northern bank, between point Jelly and Seesbaria creek.	Hooghly River...	Grounding. Unavoidable ...	Ditto ...	Ditto.
Rice; valued at Rs. 480.	Off the entrance to Anjanvel creek ...	Bombay Coast...	Collision with steamer (name unknown). Unknown.	Ditto ...	Rs. 196 worth was lost.
Grass and straw; valued at Rs. 130.	About half a mile north of Hog island dock, Bombay harbour.	Ditto ...	Capsized. Stress of weather ...	Ditto ...	Totally lost.
Salt; value not stated.	In the Bellary channel ...	Hooghly River...	Grounding. Unavoidable ...	Ditto ...	None lost.
General; value not given.	At Saugor ...	Ditto ...	Sprung a leak. Bad caulking ...	Ditto ...	Ditto.
375 maunds betel-nuts; value Rs. 2,625.	Near Delirpur, Dakatia river ...	Sunderbuns	Capsized. Stress of weather ...	Ditto ...	Partially lost; value Rs. 105.
2,400 tons general; value not reported.	On Monkey point close on to the fortified portion at the Rangoon river side.	Burma Coast ...	Grounding. Carelessness of pilot	Ditto ...	None lost.
300 maunds betel-nuts and coriander seed; value about Rs. 2,125.	At Raipur ghât, Dakatia river ...	Sunderbuns ...	Capsized. Stress of weather ...	Ditto ...	Slight damage.
300 tons ballast ...	At the Sandheads, Saugor light-house, bearing N. 9° E.	Sandheads ...	Damage to engines, &c. Unavoidable.	Ditto ...	...
Timber; value Rs. 175.	About 200 miles off Kuriyan Muriyan	Arabian Sea ...	Damage to hull. Stress of weather	Ditto ...	Rs. 25 worth was lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
85	*Mirzapore*	2,090	British screw steamer ...	24th May ...	Calcutta	Madras and London ...
86	*Cora Maria* ...	831	Ditto	25th ditto ...	Point-de-Galle ...	Port Said ... ...
87	*Easington*	1,135	Ditto	27th ditto ...	Calcutta	Akyab ... ...
88	*Mahammadi* ...	12	British Indian muchwa ...	Ditto ...	Quilandi	Mulpy ... ...
89	*Dewa Gungadhur* ...	594	British ship ...	Ditto ...	London	Bombay ... ...
90	*Africa*	255	British schooner ...	28th ditto ...	Zanzíbar	Ditto ... ...
91	*Salámati*	7	British Indian craft ...	Ditto ...	Bombay	Bánkot ... ...
92	*Ramprasad*	11	British Indian padow ...	29th ditto ...	Revdanda	Alibág ... ...
93	*Mercedes*	1,344	British screw steamer ...	31st ditto ...	Bombay	Antwerp ... ...
94	*Ruparel*	4	British Indian padow ...	Ditto ...	Dántivra (Máhim) ...	Sátpáti ... ...
95	*John Pender* ...	706	British screw steamer ...	Ditto ...	Bombay	Aden ... ...
96	*Sestos*	784	Ditto	Ditto ...	Ditto	Marseilles ... ...

WATERS DURING THE YEAR 1881.

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not reported.	On the Pulicat shoal ...	Coromandel Coast.	Grounding. Unknown ...	None lost ...	None lost.
1,600 tons rice; value not given.	About 120 miles eastward of Aden ...	Gulf of Aden...	Damage to engines, &c. Unavoidable.	Ditto ...	Ditto.
In ballast ...	At the entrance to Nàaf river ...	Burma Coast ...	Grounding. Carelessness of master.	Ditto ...	...
None ...	On shore about 100 yards off Katkacheri, near Tellicherry.	Malabar Coast...	Stranding. Stress of weather ...	Ditto ...	...
General; value not stated.	In latitude 14° 3′ N., and longitude 66° 25′ E.	Arabian Sea ...	Damage to hull. Cyclone ...	Ditto ...	Damage; value not reported.
General; value not reported.	In latitude 16° N., and longitude 67° E.	Ditto ...	Damage to masts, &c. Cyclone	Ditto ...	Partially lost; value Rs. 360.
None ...	At the bar, entrance to Sávitri river ...	Bombay Coast...	Loss of masts, &c. Stress of weather.	One lost ...	...
Firewood and Rs. 107 in cash; value Rs. 194.	At the entrance to Alibág creek ...	Ditto ...	Stranding. Carelessness of master.	None lost ...	Partially lost; value Rs. 132.
2,400 tons general; value not stated.	In latitude 16° N., and longitude 64° E.	Arabian Sea ...	Damage to hull Cyclone ...	Ditto ...	Damage; value unknown.
None ...	Dántivra creek ...	Bombay Coast...	Capsized. Stress of weather ...	Ditto ...	...
180 tons telegraph cable; valued at £10,000.	In latitude 18° 54′ N., and longitude 61° 56′ E.	Arabian Sea ...	Damage to hull. Cyclone ...	Ditto ...	None lost.
General; value not given.	About 560 miles from Bombay, in latitude 17° 10′ N., and longitude 63° 15′ E.	Ditto ...	Ditto. Ditto ...	Ditto ..	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
97	*Eshcol*	963	British screw steamer ...	31st May ...	Cardiff	Bombay ... ...
98	*Wistow Hall* ...	1,729	Ditto	1st June ...	Liverpool	Ditto ... ...
99	*Khanderao*	14	British Indian mahangiri	Ditto ...	Bombay	Roha ... ...
100	*Khangeti*	12	British Indian muchwa ...	2nd ditto ...	Ditto	Kulthure ... ...
101	*Pandurang*	3	Ditto	Ditto ...	Trombay	Bombay ... ...
102	*Fallery*	3	Ditto	3rd ditto ...	Bombay	Revdanda ... ...
103	*Ruparel*	10	British Indian padow ...	Ditto ...	Ditto	Tárápur ... ...
104	*Strathmore*	1,383	British screw steamer ...	7th ditto ...	Natal	Bombay ... ...
105	*Duke of Edinburgh* ...	1,117	British barque ...	6th to 9th ditto	Calcutta	London ... ...
106	*Loch Rannoch* ...	1,008	British screw steamer ...	17th ditto ...	London	Bombay ... ...
107	*Laleham*	1,300	Ditto	18th ditto ...	Calcutta	Dunkirk ... ...
108	*Poseidon*	177	Danish schooner ...	20th ditto ...	Ditto	Cape Town ... ...

WATERS DURING THE YEAR 1881.

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Coals; value not reported.	In latitude 16° 15′ N., and longitude 61° 50′ E.	Arabian Sea ...	Damage to masts, &c. Stress of weather.	None lost ...	Damage; value not reported.
General; value not given.	In latitude 17° N., and latitude 60° E.	Ditto ...	Damage to hull. Cyclone ...	Ditto ...	None lost.
None ...	Near the Chaul Kadu reefs ...	Bombay Coast ...	Capsized. Stress of weather ...	One lost ...	...
Piece goods, sugar, &c.; value Rs. 854.	At Kulthure creek	Ditto ...	Ditto. Ditto ...	None lost ...	Rs. 200 worth was lost; Rs. 275 worth damaged.
Fishing-nets ...	Near the fishing stakes at Trombay ...	Ditto ...	Ditto. Ditto ...	Ditto ...	...
Dry chillies, onions, &c.; value Rs. 132.	On the bar sand, entrance to Kundalika river.	Ditto ...	Stranding. Stress of weather ...	Ditto ...	Partially lost; value Rs. 32.
None	About half a mile seaward of Bassein ...	Ditto ...	Capsized. Ditto ...	Ditto ...	...
In ballast ...	In latitude 6° 52′ N., and longitude 60° 36′ E.	Arabian Sea ...	Damage to engines. Unavoidable	Ditto ...	...
1,510 tons rice, linseed, rapeseed and cotton; value about Rs. 1,51,000.	At the Sandheads	Sandheads ...	Sprung a leak. Heavy weather	Ditto ...	Partially lost; value not known.
Sleepers. Government stores and general cargo; value not reported.	In latitude 17° 52′ N., and longitude 62° 30′ E.	Arabian Sea ...	Fire. Spontaneous combustion...	Ditto ...	Damage; value not reported.
Seeds; value not given.	On the Melancholy sand	Hooghly River...	Grounding. Unavoidable ...	Ditto	None lost.
General; value not reported.	On the bank a little below the Anchoring creek.	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
109	*Sheila*	1,198	British ship	21st June ...	New York	Calcutta ... ...
110	*Kerbela*	1,501	British screw steamer ...	30th ditto ...	Calcutta	Cocanada and Madras ...
111	*Glenroy*	1,139	British ship	1st July ...	Bimlipatam	London ... ...
112	*Calder*	400	British screw steamer ...	10th ditto ...	Bombay	Bandar Abbas (Persian Gulf).
113	*Palais Gallien* ...	470	French barque ...	Ditto ...	Bourbon	Calcutta ... ...
114	*Wistaria*	373	British barque ...	10th & 11th ditto	Mauritius	Ditto ... ...
115	*Hunsdon*	275	British paddle steamer ...	13th ditto ...	At her moor	
116	*Ocean Chief* ...	385	British barque ...	14th ditto ...	Chittagong	Trinidad ... ...
117	*Notting Hill* ...	2,615	British screw steamer ...	16th ditto ...	Liverpool	Calcutta ... ...
118	*Broomhall*	1,380	British ship	20th ditto ...	Hull	Ditto ... ...
119	*Majestic*	1,884	Ditto	25th ditto ...	London	Ditto ... ...
120	*Minister of Marine* ...	1,648	Ditto	27th ditto ...	Madras	London ... ...

WATERS DURING THE YEAR 1881.

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
erosine oil; value not given.	On the sand in No. 1 track, Eastern gut, James and Mary's.	Hooghly River...	Grounding. Unavoidable ...	None lost ...	None lost.
2,200 tons general; value not stated.	On a mud bank about 13 to 14 miles S. ¼ E. of Hope island light.	Madras Coast...	Ditto. Ditto ...	Ditto ...	Ditto.
About 1,500 tons jaggery, myrabolams, coir, horns, and bones; value not reported.	In latitude 11° 11′ N., and longitude 86° 14′ E.	Bay of Bengal...	Loss of masts, &c. Stress of weather.	Ditto ...	Ditto.
About 450 tons general; value not stated.	In latitude 19° 6′ N., and longitude 71° 30′ E.	Arabian Sea ...	Damage to hull. Stress of weather	Three lost ...	80 tons jettisoned and the remainder was much damaged; value not known.
In ballast ...	On the bank at Seesbaria creek ...	Hooghly River...	Grounding. Unavoidable ...	None lost ...	...
Ditto ...	On the Rangafulla sand	Ditto ...	Ditto. Ditto ...	Ditto ...	...
i n g s.	A little below Fort point	Ditto ...	Collision with tug steamer *Cyclone*. Unavoidable.	Ditto ...	...
15,479 maunds rice; value not stated.	On the bank below Kumar khali, Kornafuli river.	C h i t t a g o n g Coast.	Grounding. Carelessness of pilot	Ditto ...	None lost.
4,662 tons general; value not reported.	In latitude 23° 38′ N., and longitude 36° 48′ E.	Red Sea ...	Damage to engines. Unavoidable	Ditto ...	Ditto.
Railway iron, coal and coke; value not given.	On Sankral sand	Hooghly River...	Grounding. Unavoidable ...	Ditto ...	Ditto.
General; value not stated.	On the head of Melancholy sand ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
1,800 tons general; value not reported.	In the Bimlipatam roads	Madras Coast ...	Loss of anchors and cables. Stress of weather.	Ditto ...	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
121	*Busheer*	538	British screw steamer ...	29th July ...	Calcutta	Rangoon ... ...
122	*Sybil*	1,319	Ditto	31st ditto ...	Point-de-Galle ...	Bremen ... ...
123	*Ruparel*	8	British Indian padow ...	2nd August ...	Máhim	Surat ... ...
124	*Star of the East* ...	734	British barque ...	4th ditto ...	Bassein	The Channel ...
125	*Branksome Hall* ...	1,347	British screw steamer ...	Ditto ...	Liverpool	Bombay ... ...
126	*City of Nankin* ...	986	British ship	7th ditto ...	Penarth	Calcutta ... ...
127	*Lincelles*	892	British barque ...	8th ditto ...	London	Madras ... ...
128	*Celia*	326	British schooner ...	Ditto ...	Calcutta	Natal ... ...
129	*Margaret Falconer* ...	378	British barque ...	17th ditto ...	Colombo	Cochin ... ...
130	*Socotra*	1,240	British screw steamer ...	18th ditto ...	Jiddah	Calcutta ... ...
131	*Mindello*	1,100	Portuguese corvette ...	21st ditto ...	Lying in Aden	harbour during
132	*Solway*	510	British screw steamer ...	22nd ditto ...	Cardiff	Singapore ... ...

WATERS DURING THE YEAR 1881.

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not stated.	Near the spit buoy, entrance to Rangoon river.	Burma Coast ...	Loss of anchor and cable. Carelessness of pilot.	None lost ...	None lost.
About 2,200 tons rice; value not given.	In Aden harbour	Gulf of Aden ...	Damage to engines. Unknown...	Ditto ...	Ditto.
Fruit; value Rs. 422.	Six miles off the mouth of the Kelvi creek.	Bombay Coast...	Capsized. Stress of weather ...	Ditto ...	Partially lost; value Rs. 397.
1,046 tons rice; value about £6,276.	On the Porian shoal, S.E. of Hengie island, entrance to Bassein river ...	Burma Coast ...	Grounding. Carelessness of pilot	Ditto ...	Partially lost; value £3,600.
General; value not stated.	In Prince's dock, Bombay harbour ...	Bombay Coast...	Fire. Unknown	Ditto ...	Partially lost; value not reported.
Coals; value not given.	On the edge of the Long sand, below the Long sand spit buoy.	Sandheads ...	Grounding. Unavoidable ...	Ditto ...	None lost.
In ballast ...	In Madras roadstead	Coromandel Coast.	Collision with brig *Stree Lutchemunarasimhaswami*. Carelessness of master of Native craft.	Ditto ...	...
General; value not reported.	On the back of the Hooghly sand ...	Hooghly River	Grounding. Unavoidable ...	Ditto ...	None lost.
150 tons general; value not given.	Seven miles to the westward of Muttum light-house.	Malabar Coast...	Sprung a leak. Stress of weather	Ditto ...	Ditto.
Salt; value unknown.	In the Inner harbour of Aden ...	Gulf of Aden ...	Grounding. Unavoidable ...	Ditto ...	Ditto.
monsoon ...	In Aden harbour, between steamer buoy and No. 2 moorings.	Ditto ...	Collision with Italian corvette *Ettore Fieramosca*. Unavoidable.	Ditto ...	...
783 tons coals; value not stated.	In latitude 19° 38′ N., and longitude 38° 52′ E.	Red Sea ...	Damage to engines. Unavoidable	Ditto ...	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
133	Name unknown ...	11	British Indian boat ...	24th August ...	Calcutta	Noakhali ... ...
134	*Ry dalmere*	1,246	British ship ...	26th ditto ...	Ditto	Mauritius ... ...
135	*Kerbela*	1,501	British screw steamer ...	27th ditto ...	Ditto	Bombay ... ...
136	*Legislator*	1,378	Ditto	28th ditto ...	Ditto	London ... ...
137	*Foolkool Niga* ...	1,277	Turkish ship ...	Ditto ...	Jiddah	Calcutta *vid* Hodeïdah and Alleppey.
138	*Bayard*	1,248	British ship ...	3rd September	Mauritius	Calcutta ... ...
139	*Easington*	1,135	British screw steamer ...	Ditto ...	Tyne	Pondicherry ...
140	*Barnsley*	1,309	Ditto	5th ditto ...	Cardiff	Bombay ... ...
141	*Clandon*	1,286	Ditto	7th ditto ...	Calcutta	London ... ...
142	*Medina*	524	Ditto	Ditto ...	Chittagong	Calcutta ... ...
143	*Margarita*	863	British barque ...	Ditto ...	Maulmain	Chatham ... ...
144	*Strathearn*	1,101	Ditto	12th ditto ...	Melbourne	Calcutta ... ...

WATERS DURING THE YEAR 1881.

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Tobacco, kerosine oil, cocoanuts, &c.; value Rs. 328.	On a sandbank to the southward of Hengotia khal, Hattyah, Megna.	Sunderbuns ...	Grounding. Unknown ...	None lost ...	Partially lost; value Rs. 89.
General; value not reported.	In Hooghly bight	Hooghly River...	Loss of anchors and cables. Unavoidable.	Ditto ...	None lost.
General; value not stated.	Midway between the Upper Middleton and the Middleton spit buoys, Sangor roads.	Sandheads ...	Grounding. Unavoidable ...	Ditto ...	Ditto.
General; value not given.	On the bank just above the mark on Devil's point, and also about 200 yards to the eastward of the Queen Anne wreck buoy, Fulta.	Hooghly River...	Ditto. Ditto ...	Ditto ...	Ditto.
Salt and grain; value not stated.	Off Malabar Coast	Malabar Coast...	Sprung a leak. Unseaworthy ...	Ditto ...	Partially lost; value not reported.
In stone ballast ...	On the tail of the Diamond sand ...	Hooghly River...	Grounding. Unavoidable ...	Ditto ...	...
1,800 tons coals; value £2,200.	In latitude 14° N., and longitude 42° 30′ E.	Red Sea ...	Fire. Spontaneous combustion...	Ditto ...	Damage; value not reported.
Coals; value not stated.	In latitude 17° 34′ N., and longitude 70° 57′ E.	Bombay Coast...	Damage to engines. Unknown...	Ditto ...	None lost.
Grain; value not reported.	On the head of Melancholy sand ...	Hooghly River...	Grounding. Unavoidable ...	One lost ...	Ditto.
100 tons general; value not stated.	On the bar, between the Outer and Middle black bar buoys, Kornafuli river.	Chittagong Coast	Ditto. Ditto ...	None lost ...	Ditto.
Teak timber; value not given.	Off Mopoon point, Salween or Maulmain river.	Burma Coast ...	Collision with S. S. *C. T. Hook*. Carelessness of pilot.	Ditto ...	Ditto.
Horses; value not stated.	On the ridge of the Long sand ...	Sandheads ...	Grounding. Unavoidable ...	Ditto ...	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
145	*Tooreáva*	5	British Indian muchwa ...	14th September.	Arnála (Thána) ...	Bándra ... ...
146	*Cutch Merchant* ...	640	British Indian ship ...	15th ditto ...	Maskat	Calcutta ... ...
147	*Mecca*	936	British screw steamer ...	16th ditto ...	Rangoon	Maulmain ... ...
148	*Buckhurst*	1,877	British ship	21st ditto ...	Cardiff	Calcutta ... ...
149	*Commilla*	549	British screw steamer ...	Ditto ...	Akyab	Kyouk Phyou ...
150	*Phasis*	1,490	British ship	23rd ditto ...	Madras	Calcutta ... ...
151	*Faizur Rubbanee* ...	149	British Indian brig ...	Ditto ...	Naraingani	Chittagong ... ...
152	*St. Gothard* ...	1,057	British screw steamer ...	30th ditto ...	Calcutta	Antwerp ... ...
153	*Maharaja*	1,566	Ditto	1st October ...	Cocanada and Masulipatam.	Calcutta ... ...
154	*Africa*	1,318	Ditto	Ditto ...	Calicut	Badagara ... ...
155	*Newman Hall* ...	1,524	British ship	5th ditto ...	Calcutta	Antwerp ... ...
156	*Œnone*	1,437	Ditto	Ditto ...	Chittagong	Dundee ... ...

WATERS DURING THE YEAR 1881.

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Vegetables; value Rs. 20.	Off Utan	Bombay Coast...	Capsized. Sudden squall ...	None lost ...	Totally lost.
Salt, dates and hulwa; value not given.	On the spit of the Hooghly	Hooghly River...	Grounding. Unavoidable ...	Ditto ...	None lost.
General; value not reported.	In the Dady Clifford channel, Salween or Maulmain river.	Burma Coast ...	Ditto. Carelessness of pilot ...	Ditto ...	Ditto.
Coals; value not stated.	On the sand below Noorpoor ...	Hooghly River...	Ditto. Unavoidable ...	Ditto ...	Ditto.
General; value not reported.	Abreast the Reliance buoy, Kyouk Phyou harbour.	Burma Coast ...	Ditto. Ditto	Ditto ...	Ditto.
In ballast.	About 3½ miles S. by W. of the Eastern Channel light-ship	Sandheads ...	Collision with S. S. *Fidra*. Unavoidable.	Ditto ..	...
30,000 maunds jute; value not reported.	Above Kata khali, Kornafuli river ...	Chittagong Coast.	Collision with S. S. *Commilla*. Carelessness of master ...	Ditto ...	Partially lost; value Rs. 6,000.
Wheat; value not stated.	On the bank at Camperbatches point ...	Hooghly River...	Grounding. Eddy tide ...	Ditto ...	None lost.
General; value not given.	Below Hospital point near Diamond harbour.	Ditto ...	Ditto. Fog	Ditto ...	Ditto.
General; value not reported.	On the Cotta reef, about W. by N. from Cotta point.	Malabar Coast...	Ditto. Carelessness of mate ...	Ditto ...	A portion was jettisoned and a considerable quantity damaged; value not reported.
Wheat and seeds; value not stated.	On the bar of the Gaspar ...	Hooghly River...	Ditto. Unavoidable ...	Ditto ...	None lost.
10,335 maunds jute; value not given.	Off the Middle red bar buoy, Kornafuli river.	Chittagong Coast.	Ditto. Carelessness of pilot ...	Ditto ...	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
157	*Daria Dowlut* ...	7	British Indian Muchwa ...	12th October ...	Broach	Gogha ... ...
158	*Booidana*	2,187	Brstish screw steamer ...	13th ditto ...	Calcutta	London ... ...
159	*Muriel*	885	Ditto	18th ditto ...	Chittagong	Cochin ... ...
160	*Easington*	1,135	Ditto	Ditto ...	Calcutta	London ... ...
161	*Star of Germany* ...	1,284	British ship	Ditto ...	Ditto	Ditto ... ...
162	*Hunsdon*	275	British paddle steamer ...	Ditto ...	Ditto	Sandheads ... ...
163	*Pearl*	366	British screw steamer ...	Ditto ...	Jiddah	Bombay ... ...
164	*Anglo-American* ..	1,533	British ship	22nd ditto ...	Liverpool	Calcutta ... ...
165	*Prince Oscar* ...	1,292	Ditto	Ditto ...	Calcutta	London ... ..
166	*Bengal*	1,296	Ditto	23rd ditto ...	Ditto	New York ... ...
167	*Hartfell*	1,224	Ditto	24th & 25th ditto	Liverpool	Chittagong ... ...
168	*Nagpore*	1,209	Ditto	24th ditto ...	Ditto	Ditto ... ...
169	*Kuthbalum*	38	British Indian schooner ...	25th ditto ..	Negapatam	Trincomalee ... ...

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Cotton seed; value Rs. 223.	On a sandbank between Khutpore and Umbheta, Narbada river.	Gulf of Cambay	Grounding. Carelessness of master	None lost ...	Totally lost.
General; value not reported.	Between the Centre and Lower College sand buoys.	Hooghly River...	Collision with Centre College sand buoy. Unavoidable.	Ditto ...	None lost.
1,560 tons rice and paddy; value Rs 46,664.	On the mud flat about 300 yards S. by E., of the Ring buoy, Kornafuli river.	Chittagong Coast	Grounding. Unavoidable ...	Ditto ...	Ditto.
Wheat; value not given.	On the northern bank at Garden reach	Hooghly River...	Ditto. Ditto ...	Ditto ...	Ditto.
General; value not stated.	In the lower part of the Jellingham channel.	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
None	About a quarter of a mile below Garden house, Garden reach.	Ditto ...	Collision with a Maldivian boat (name unknown). Unavoidable.	Ditto ...	...
In ballast, and carrying 244 passengers (return pilgrims).	25 miles north of Hodeidah ...	Red Sea ...	Damage to engines. Unknown...	Ditto ...	...
Salt; value not stated.	Abreast of the new mills and jetty at the lower part of Garden reach.	Hooghly River...	Collision with ship *Prince Oscar*. Carelessness of pilot.	Ditto ...	None lost.
General; value not given.	In Garden reach	Ditto ...	Collision with tug steamer *Electric* and ship *Anglo-American*. Carelessness of pilot.	Ditto ...	Ditto.
General; value not reported.	In the Jellingham channel, a little above the Nun buoy, in 3¼ fathoms.	Ditto ...	Grounding. Unavoidable ...	Ditto ...	Ditto.
1,650 tons salt; value not known.	Off the Middle red buoy, inner bar, Kornafuli river.	Chittagong Coast	Ditto. Ditto ...	Ditto ...	Ditto.
1,625 tons salt; value Rs 27,868.	Abreast Jooldea flagstaff, Kornafuli river.	Chittagong Coast	Ditto. Ditto ...	Ditto ...	Ditto.
In ballast ...	In Negapatam roadstead	Coromandel Coast.	Collision with brig *Shah Allum* Carelessness of master.	Ditto ...	...

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
170	*Abyssinia*	713	British screw steamer ...	26th October	Zanzibar (?)	Bombay ... ...
171	*Ethiopia*	1,314	Ditto	5th November	Kárwar	Calcutta *vid* Coast ports ...
172	*Laxmiprasad* ...	18	British Indian mahangiri	Ditto ...	Belápur	Trombay ... ...
173	*Suryabana*	23	Ditto	6th ditto ...	Okhbendi (salt pans), Bombay harbour.	Karanja ... ...
174	*Oudh*	283	British paddle steamer ...	7th ditto ...	Assam	Calcutta ... ...
175	*Bhawani Prasad* ...	26	British Indian padow ...	13th ditto ...	Raphála (Gujarát) ...	Bombay ... ...
176	*Hartfell*	1,224	British ship	20th ditto ...	Liverpool	Chittagong ... ...
177	*John Davie* ...	1,013	British barque ...	25th ditto ...	Chittagong	Dundee ... ...
178	*Jayawanti*	18	British Indian mahangiri	26th ditto ...	Trombay	Thána ... ...
179	*Empress of India* ...	1,392	British screw steamer ...	29th ditto ...	Jiddah	Bombay ... ...
180	*Childers*	896	British ship	30th ditto ..	Calcutta	New York ... ...
181	*Serendib*	255	British Colonial steamer ...	3rd December...	Colombo	Jaffna ... ...
182	No name	Not known	British Indian boat ...	4th ditto ...	Bay Dhan Abu Toraps khal.	Shabazpur ... ...

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Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value unknown.	About 2 miles inside the bar, Quilimane river.	East coast of Africa.	Grounding. Imperfect charts ...	None lost ...	None lost.
General; value not stated.	On the bar, port of Mangalore ...	Malabar Coast...	Ditto. Carelessness of master ..	Ditto ...	Ditto.
504 maunds salt; value Rs. 1,345.	In Carawa-Suza creek near Belápur, Bombay harbour.	Bombay Coast...	Sprung a leak. Unavoidable ...	Ditto ...	Partially lost value Rs. 935.
900 maunds salt; value Rs. 70.	In the Karanja creek, Bombay harbour	Ditto ...	Swamped. Stress of weather ...	Ditto ...	Totally lost.
None	About a mile below Budge-Budge ...	Hooghly River...	Collision with Native passenger boat (name unknown). Carelessness of boat.	One lost ...	...
Stones; value Rs. 75	On a rock off Chikhli bandar ...	Bombay Coast...	Grounding. Stress of weather ...	None lost ...	Totally lost.
Salt; value not reported.	In the Kornafuli river (exact position not reported).	Chittagong Coast	Collision with French barque *Intimes*. Carelessness of crew of French vessel.	Ditto ...	None lost.
24,735 cwt. jute; value Rs. 1,76,000.	Off the Norman point lights, Kornafuli river.	Ditto ...	Fire. Unknown	Ditto ...	Totally damaged.
640 maunds salt; value Rs. 1,920.	On a rock near Bhándúp creek, Salsette, Bombay harbour.	Bombay Coast...	Grounding. Tides and currents	Ditto ...	Partially lost; value Rs. 430.
In ballast, and carrying 1,000 pilgrims.	About 120 miles eastward of Aden, latitude 13° 2′ N., and longitude 47° 10′ E.	Gulf of Aden...	Damage to engines. Carelessness	Ditto ...	...
General; value not given.	On the mud flat about a quarter of a mile above the tripod in the Bellary channel,	Hooghly River...	Grounding. Unavoidable ...	Ditto ...	None lost.
120 tons general; value not reported.	In the Reef channel, Pámban light and Gib's monument in transit, Cable house S. E. by E. ½ E.	Gulf of Manár.	Ditto. Ditto ...	Ditto ...	Ditto.
None; carrying 56 passengers.	In the Jalchira river, Megna ...	Sunderbuns ...	Capsized. Overladen ...	Six lost ...	About Rs. 50 worth of the passengers beds, &c., was lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Wither bound.
183	*Giovanni Moglia* ...	541	Italian barque ...	7th December.	Liverpool	Chittagong ... ...
184	*Sherborne*	1,054	British screw steamer ...	12th ditto ...	Cardiff	Colombo ... ...
185	*St. Columba*... ...	1,442	Ditto	Ditto ...	Calcutta	Barrow ... ...
186	*Ruparel*	16	Portuguese Native padow	14th ditto ...	Diu	Bándra ... ...
187	*National*	753	French barque ...	16th ditto ...	Mauritius and Bourbon ...	Chittagong ... ...
188	*Arratoon Apcar* ...	1,392	British screw steamer ...	17th ditto ...	Calcutta	Hong-Kong ... ...
189	*Bretwalda*	1,913	Ditto	20th ditto ...	Port Said	Calcutta ... ...
190	*Pearl*	366	Ditto	Ditto ...	Jiddah	Bombay ... ...
191	*Lukhmipussa* ...	104	Native ganja ...	22nd ditto ...	Bombay	Cochin ... ...
192	*Maharaja*	1,666	British screw steamer ...	24th ditto ...	Cocanada	Calcutta ...
193	*Jeddah*	993	Ditto	25th ditto ...	Singapore	Rangoon ... ...
194	*Duke of Buccleuch* ...	1,963	Ditto	Ditto ...	London	Calcutta ... ...
195	*Sowari*	20	British Indian mahangiri	27th ditto ...	Gandari (sub-port of Kalyán).	Bombay ... ...
196	*Ruparel*	26	British Indian battalla ...	Ditto ...	Olibhendi (Karanja creek).	Surat ... ...

WATERS DURING THE YEAR 1881.

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
780 tons salt; value not stated.	Near the red buoy, Sealjulna creek, Kornafuli river.	Chittagong Coast	Grounding. Carelessness of pilot	None lost ...	None lost.
About 1,600 tons coals; value not known.	In latitude 19° 51′ N., and longitude 39° 0′ E.	Red Sea ...	Damage to engines. Unknown ...	Ditto ...	Ditto.
Jute; value not reported.	A little below Pookooreah point ...	Hooghly River...	Grounding. Unavoidable ...	Ditto ...	Ditto.
196 cwt. fish; value Rs. 550.	On a rock about a mile off the Bándra creek, Bombay harbour.	Bombay Coast...	Ditto. Force of tides ...	Ditto ...	Partially lost; value Rs. 470.
None ...	On the bank near the Jooldea Lower red buoy, Kornafuli river.	Chittagong Coast	Ditto. Unavoidable ...	Ditto ...	...
General; value not stated.	Off Camperbatches point ...	Hooghly River...	Collision with flat *Bishnath*. Unavoidable.	Ditto ...	None lost.
In water ballast.	In latitude 10° 25′ N., and longitude 56° 10′ E.	Arabian Sea ...	Damage to engines. Unknown...	Ditto ...	...
In ballast, and carrying 244 passengers (return pilgrims).	In latitude 18° 12′ N,. and longitude 61° 9′ E.	Ditto ...	Damage to hull. Unavoidable ...	Ditto ...	...
General; value unknown.	On a sandbank, about 200 feet from the Vypeen shore, Inner harbour, Cochin flagstaff, bearing S. E. by S.	Malabar Coast...	Grounding. Unavoidable ...	Ditto ...	None lost.
General; value not stated.	A little above the Centre Western Bellary buoy.	Hooghly River...	Collision with S. S. *Kate*. Carelessness of pilot.	Ditto ...	Ditto.
280 tons sand ballast.	On the Spit sand, entrance to Rangoon river, Eastern Grove light house bearing N. N. E.	Burma Coast ...	Grounding. Carelessness of master.	Ditto ...	...
General; value not reported.	On the flat at the lower part of Garden reach.	Hooghly River...	Ditto Unavoidable ...	Ditto ...	None lost.
Grass; value Rs. 400	On a rock off Kanee in the Kalyán creek, Bombay harbour.	Bombay Coast...	Capsized. Stress of weather ...	Ditto ...	Partially lost; value Rs. 200.
About 720 cwts. paddy; value Rs. 1,275.	On Kolyachi dhar rock near Owra, Bombay harbour.	Ditto ...	Stranding. Unavoidable ...	Ditto ...	Partially lost; value Rs. 500.

NOTES ACCOMPANYING THE CASUALTY STATEMENT FOR JANUARY 1881.

1. The British composite barque ACACIA [of Sunderland, 391 tons register, official number 44,528], from Cochin to London with a cargo of oil and coir. On the afternoon of the 1st January whilst proceeding through the Inner Pass, Zanzibar harbour, she stranded on Mwamba Ukombi reef, southern entrance to Zanzibar (East Coast of Africa). The vessel damaged her rudder, rudder post stern and keel to the extent of £1,500. About one-fifth of the cargo was damaged and sold without loss. No loss of life. (Cause not reported.)

2. The British iron screw steamer ORION [of Liverpool, 2,296 tons register, official number 69,305], from Liverpool to Colombo and Calcutta with a general cargo. At 1-30 P.M. on the 3rd January, when in latitude 13° 36′ N., and longitude 84° 39′ E., Bay of Bengal, the piston rod broke, smashing the high press cylinder, and the vessel had to put into Cocanada for a few days. The British India Steam Navigation Company's S. S. *Chupra* towed the *Orion* up to Saugor, whence, assisted by the steam tug *Rattler*, she succeeded in towing the *Orion* up to Calcutta. No damage to hull or cargo. No loss of life.

3. The British iron screw steamer INCHCLUTHA [of Liverpool, 1,294 tons register, official number 78,842], from Bombay to London with a general cargo. At 7 A.M. on the 6th January, when about 30 miles west of Bombay (Arabian Sea), ship rolling heavily in a nasty cross sea, about 5 tons of coal and one dozen packages of deck cargo—consisting of grain and ghee—were washed overboard. Value of cargo lost unknown. Trifling damage to vessel. No loss of life.

4. The British screw steamer GLEADOWE [of London, 1,430 tons register, official number 81,591], from Calcutta to Genoa with a general cargo. On the 7th January, whilst the vessel was proceeding down the river Hooghly in pilotage charge, she touched the mud bank at Sankral, and in about five minutes she slid off without having sustained any damage. This vessel also slightly touched the ground in the Eastern gut, James and Mary shoal, on the 9th January. No damage. No loss of life.

5. The British Indian muchwa MAHADEOPRASAD [of Sánikatta, 20 tons register, official number 1,367, age 24 years], from Kumta to Bombay with a cargo of cotton, cardamoms, and betel-nut, sprang a leak and capsized at 11 P.M. on the 8th January when about 4 miles to the N. W. of Jaygad point, Bombay coast. Damage to craft Rs. 300. Total loss of cargo, value Rs. 7,696. The next day the craft was towed into Jaygad. The crew, 6 men and a passenger, were saved in the muchwa's boat.

6. The British wooden ship NEWCASTLE [of London, 1,137 tons register, official number not reported], from Demerara *viâ* Table Bay to Calcutta with 556 coolie emigrants and cargo of coals and cement. The vessel whilst proceeding up the river Hooghly in pilotage charge, her bow slightly took the edge of the flat whilst turning round just above Budge-Budge jute mills at 5·45 P.M. on the 9th January. She was afterwards towed off by her tug. No damage. No loss of life.

7. The British iron barque LANGRIGG HALL [of Liverpool, 1,361 tons register, official number 81,397], from Sunderland to Bombay with a cargo of coal. At 11 P.M. on the 9th January when north of Chagos Archipelago, in latitude 2° 35′ S., and longitude 71° 0′ E. (Indian Ocean), the vessel encountered a strong north-easterly squall and rough sea, the martingale broke carrying away with it the jibboom, foretopmast, and all above the top breaking, also maintopgallant mast. Value of damage not known. No damage to cargo. No lives lost.

8. The British Indian mahângiri YESWANTI [of Uran (Karanja island, Bombay), 17 tons register, official number 1,949, age about 35 years], to Mora with a cargo of salt. The craft being old and worn out, the pressure of salt bags

from inside caused some of the planks to give way, and she sprang a leak on the 12th January when in the branch of the Mora creek (Bombay harbour) near the Dhakti Zirawli salt works. Trifling damage to craft. Cargo worth Rs. 37 was lost. No loss of life.

9. The British iron screw steamer CITY OF MECCA [of Glasgow, 1,461 tons register, official number 63,821], from Calcutta to London with a general cargo. The vessel on the 12th January, whilst proceeding down the river Hooghly under pilotage charge, grounded gently in the channel at Kulpi roads, close to the Upper Kulpi buoy, but floated at 5-30 P.M. after having been aground for 2½ hours. No damage. No loss of life.

10. The British iron barque UMVOTI [of Aberdeen, 442 tons register, official number 60,697], from Calcutta to Natal with a cargo of rice. It appears that on the morning of the 13th January the barque *Tweedsdale* was getting underweigh in Madras roadstead with three lower topsails, hove in the chain to 15 fathoms, when, owing to the strong eddy current and high wind prevailing at the time, she began to drift very fast to the southward towards the *Umvoti*, and finding that she was canting the wrong way more chain was veered out at once and the second anchor let go, but not in time to avoid the collision; the *Tweedsdale's* port quarter coming in contact with the *Umvoti's* starboard bow. The starboard cathead of the *Umvoti* with an anchor was carried away, the upper iron plates of the topgallant forecastle were torn away in several places, and the bowsprit also was carried away; the damage sustained was heavy, but the value was not reported. No damage reported to the *Tweedsdale*. No loss of cargo. No loss of life. (This casualty was caused by the *Tweedsdale* improperly tripping her anchor and coming under the *Umvoti's* bows.)

11. The French wooden barque EPERVIER [of Bordeaux, 628 tons register, official number not known], from Chittagong to Pondicherry and Mauritius with a cargo of rice, grounded off Jooldea, Kornafuli river, Chittagong coast, on the 15th January. The *Epervier* damaged her false keel, hull, stem and rudder, which necessitated her being brought to Calcutta for docking and repairs. No loss of cargo. No lives lost.

[A Court of Inquiry was held at Chittagong to enquire into the circumstances attending the grounding of the above vessel. The Court found that the "depositions given by the captain and pilot agree in all respects with the exception of the order given for slacking away the chain when the anchor was let go," and was of opinion that "the pilot committed an error in the manner in which he brought the vessel up. With the wind at W. N. W. the pilot should have known that the vessel would be most likely to cant with her stern to the eastern shore, so that instead of starboarding her helm as he did by which the wind was brought more aft and the sails which were hanging clewed up, were filled, and the vessel's way increased towards the eastern shore, he should have parted his helm and brought the vessel to the wind and towards the western bank, it being dead slack water her way would have been stopped, and the anchor would in all probability have held and the vessel remained in safety." The Court considered that "pilot Azgur Ali showed a great want of seamanship in bringing the vessel to anchor as he did, but taking into consideration that had the vessel been only 5 or 6 feet further out in the channel, she would have been in safety, and the great disadvantage that the pilot laboured under in not being able to speak *French* to the people on board, and they not understanding *Bengali*, the pilot Azgur Ali would be sufficiently punished by being severely reprimanded, and fined half a month's pay."]

12. The British Indian craft DHANPRASAD [of Surat, 49 tons register, official number 3,019, age 36 years], from Calicut to Broach with a miscellaneous cargo. At 9 P.M. on the 24th January, when opposite the village of Umbheta, entrance to the Narbada river, Gulf of Cambay, the craft struck on a sand bank and sustained damage to the extent of Rs. 600. Cargo worth Rs. 978 was lost, and the remainder valued at Rs. 932 was damaged. The crew, 12 men, were saved in the Dehej Government muchwa.

13. The British iron screw steamer PARKLAND [of West Hartlepool, 1,133 tons register, official number 81,511], from Cardiff to Bombay with a general cargo. On the 25th January when off Brothers islands, Red Sea, the packing ring and springs broke, caused by wear and tear. No other damage to vessel. No cargo lost.

14. The British iron ship CASSIOPE [of Liverpool, 1,559 tons register, official number 70,979], from Madras to Rangoon with a cargo of stone ballast. At 11 A.M. of the 26th January, the vessel, whilst under pilotage charge, was backing and filling up the Liffey reach, Rangoon river; and when close to the Hasting's buoy, her head came up to the wind; and before she could get her head off and fill on her, she touched the ground on the Liffey shoal, about a quarter of a mile S.S.E. of the red buoy in the river. She was aground for one hour. No damage. (This casualty might have been avoided by letting go the anchor.)

[A Court of Inquiry was held at Rangoon on the 14th February in the Court of the Deputy Commissioner in accordance with Rule XXIV of the Rangoon Pilot rules, to investigate the circumstances attending the grounding of the above ship. The Court was of opinion that the pilot Mr. Warrick was guilty of the charges of neglect and unskilfulness in this case. It was shown by the soundings that the water decreased very gradually, and that the pilot must have known the ship was running into danger, and yet he took no proper precaution to prevent it until too late. He should, as the master of the *Cassiope* stated, most unquestionably have let go the anchor; and considering that the tide was dead neap and the state of the wind in no way dangerous, the vessel could have easily been kept out of danger and without any risk of losing an anchor. The Court recommended that Mr. Warrick's license be reduced from full draft to that of 18 feet for four months.]

The Chief Commissioner of British Burma confirmed the finding of the Court

15. The British iron screw steamer CHINDWARA [of Glasgow, 1,533 tons. register, official number 80,442], from Bombay to Calcutta with a general cargo. The vessel was proceeding up the river Hooghly in pilotage charge, at 11-30 A.M. on the 26th January, and whilst rounding Noorpoor point on an ebb tide, the pilot observed the barque *Norman Macleod* in tow of steam tug *Enterprize* coming towards her. The channel being narrow at that point, the helm of the *Chindwara* was ported, and the vessel kept as close to that point as was prudent, but neither the steam tug nor the vessel seemed inclined to port their helms; and to avoid a collision, the *Chindwara* was obliged to go so very close to the bank that in starboarding her helm to regain the track after clearing the barque, her starboard quarter slightly touched the bank a little above Noorpoor point. No damage.

16. The British iron screw steamer *Chupra* [of Glasgow, 1,730 tons register, official number 80,431], from Calcutta to Coast ports and Bombay with a general cargo. At 10-45 A.M. on the 27th January, whilst proceeding down the river Hooghly in pilotage charge, and when off Vanzan's creek, the S. S. *City of Kios* passing up, the *Chupra* had to port her helm to avoid risk of collision, and she took the sand off Vanzan's creek. This was a slight grounding for 50 minutes. No damage.

17. The British iron screw steamer ALMORA [of Glasgow, 1,719 tons register, official number 68,055], from Calcutta to London with a general cargo. At 8-10 A.M. on the 27th January, whilst proceeding down the river Hooghly in pilotage charge, the vessel's port wheel chain disconnected when she inclined to starboard, and with the engines at full speed astern, took the bank at Sankral bazar. She floated at 9-20 A.M. and proceeded without having sustained the slightest damage.

18. The British Indian craft GAJOPADARATH [of Bombay, 131 tons register, official number 11, age 20 years], from Bilimora (south of Surat) to Makalleh (east of Aden) with a cargo of jowar, wheat, rice and oil, valued at Rs. 5,200. At 6 A.M. on the 29th January, when proceeding down Gandavi or Ambika river, the craft was driven by stress of weather on to the sand bank near Bhat, north of Bulsár, Gulf of Cambay. Damage to craft Rs. 1,000. Of the cargo, Rs. 1,700 worth was lost, and the remainder, valued at Rs. 3,500, was damaged. Crew got ashore in the vessel's boat.

19. The British Indian padow FAJANDARI [of Anjanvel, 13 tons register, official number 5,877, age 72 years], from Uran to Chiplún with a cargo of salt. At about 1-30 A.M. on the 30th January, whilst proceeding out of the Karanja creek near the salt works, Bombay harbour, she struck on a reef. No damage to padow. The cargo was damaged to the extent of Rs. 273. No lives lost. (Casualty caused by strong tides and winds.)

20. The British Indian muchwa BHAWANI [of Esswent-ghur, 8 tons register, official number 3,617], from A'ntora (Pen taluka, a little south of Bombay harbour), to Rajapur with a cargo of rice. At 6 A.M. on the 30th January, when about a mile inside the A'ntora creek, the muchwa capsized. She sustained slight damage. The cargo worth Rs. 55 was lost, and Rs. 60 worth was damaged. The crew saved themselves by jumping ashore.

21. The British iron screw steamer KILWA [of Glasgow, 993 tons register, official number 78,638], from Calcutta to Rangoon with a general cargo. At 1-35 P.M. on the 31st January, whilst proceeding up the Rangoon river, a number of cargo boats blocked up the passage in Monkey point channel, which is very narrow, and the steamer, to avoid the collision, grounded on the mud at the entrance to the channel. She floated again at 2-30 P.M. after being ashore for an hour. No damage. No loss of life.

[A Court of Inquiry was held in the Court of the Assistant Commissioner and Magistrate, Rangoon, on the 2nd March, under Rule XXIV of the Rangoon Pilot rules, to enquire into the circumstances attending the above casualty. The Court considered that the pilot acted as any prudent man placed in a similar predicament would be expected to act. The Court held him free of all blame, and further considered that he exercised much foresight in adopting the course he did. The Court recorded that the Solicitor for the defence had sufficiently demonstrated, in the course of the case, how absolutely necessary it was to mark out this Monkey point channel in some effectual way, and prevent cargo boats from anchoring inside certain indicated limits. Any of these contretemps might end in a frightful catastrophe, and when it is considered that a very small amount of trouble would put an end to the difficulty once for all, it seemed more than ever imperative that some stringent rules should be brought into force in connection with this channel. This was the more necessary, as it was impossible to see whether the channel was clear until the buoy had been rounded, or to form any idea of how many boats are in the way from a distance. Evidence had been further adduced to show that there was no occasion for the boats to anchor in this channel. This question cropped up in some shape or other several times every year, and the Court urgently recommended that the matter be thoroughly gone into and the danger remedied as early as possible.]

The Chief Commissioner of British Burma remarked that the Monkey point channel was obstructed by cargo boats, and the pilot having to choose between running one of them down and going aground, took the latter alternative and ran the steamer under his charge on the mud, where she sustained no damage. Considering the circumstances, the Chief Commissioner agreed with the Court that the pilot could not be held to have been to blame.

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22. The British iron ship TALISMAN [of Liverpool, 1,199 tons register, official number 51,450], from Calcutta to Dundee with a cargo of jute. On the 1st February the vessel was proceeding down the river Hooghly, under pilotage charge, and in tow of steamer *Defiance*. Whilst crossing from Melancholy point to crossing mark in Jarmaker's reach and following astern of the ship *Futtel Barry*, the latter vessel turned round owing to an eddy tide, and to avoid a collision the *Talisman* had to keep well out, and in doing so she very slightly touched the ground at Melancholy point. The vessel not having sustained any damage, the pilot proceeded at the captain's request.

23. The British iron screw steamer ORSINO [of London, 1,342 tons register, official number not reported], from Calcutta to Marseilles with a cargo of seeds. The vessel whilst proceeding down the river Hooghly on the 1st February, under pilotage charge, gently took the bank at Ooloobariah. She was aground for four minutes only. The vessel seemed to steer very badly during the prevalence of the strong flood tide. No damage reported.

24. The Turkish ship FUTTEL BARRY [formerly *Lady Egidia*, of Turkey, 680 tons register, official number 28,887], from Calcutta to Jiddah with a cargo of rice. At 11-15 A.M. on the 1st February, whilst proceeding down the river Hooghly, under pilotage charge, and in tow of steam tug *Challenge*, the vessel slightly grounded on the bank a little below Jarmaker's crossing mark. No damage.

25. The British iron ship BRITANNIA [of Liverpool, 1,343 tons register, official number 70,985], from Chittagong to Dundee. At 4 P.M. on the 1st February the vessel received slight damage whilst crossing the bows of the barque *Sotoria* in a tide way when below Messrs. Bullock Brothers' godown, Kornafuli river, Chittagong coast. No damage to cargo. No loss of life. (The pilot in charge of the *Britannia* had been absolved of all blame, as the accident was under the circumstances unavoidable.)

26. The British three-masted wooden schooner KAFFIR CHIEF [of Banff, 336 tons register, official number 76,571], from Calcutta to Jamaica with a cargo of rice. The vessel anchored above Jarmaker's point in 11 fathoms of water, and laid there all night, but in swinging to the ebb at 6-30 A.M. on the 2nd of February, her stem took the bank, where she hung till the flood made at 1-10 P.M., when she swung off. No damage.

27. The British Indian brig MOIDEEN BOUX [of Cochin, 111 tons register, official number 1 of 1881, age 27 years, not classed], from Cochin to Jaffna and Madras with a general cargo. At 5-15 P.M. on the 4th February, in turning round to go out of Cochin harbour (Malabar coast), the vessel would not answer her helm, and before she could be brought up again, she fouled the *Kassa*, a barque lying to the westward of the *Moideen Boux*. No damage to either vessel. No loss of life.

28. The British iron screw steamer AVA [of Rangoon, 207 tons register, official number 44,798, age 18 years], from Maulmain to Rangoon with a cargo of timber. At 9-40 P.M. on the 6th February, the vessel whilst keeping underweigh in a fog grounded on the Rangoon bar; China Bakeer light reported as bearing S.W., Outer black buoy S.E. ½ E. (Burma coast.) No damage. No loss of life. (This casualty could have been avoided by anchoring until the fog cleared away.)

29. The British iron screw steamer MARION [of Whitby, 1,356 tons register, official number 82,662], from Cardiff to Aden and Bombay with a cargo of coals, grounded at 4-30 A.M. on the 8th February, on Mokha shoal, about 3½ miles off Mokha, Red Sea. The vessel was on shore for about 4½ hours, and was not damaged in any way except that the paint had been rubbed off the lower part of the keel from aft to near the funnel, and about a total of 12 square feet of paint rubbed off in five other places close to the keel. No damage to cargo. No loss of life. (The casualty is reported as having been caused by the master misjudging the distance from the land.)

30. The German barque PARNASS [of Hamburg, 627 tons register, no official number], from Calcutta to Falmouth with a general cargo. On the 16th February, whilst proceeding down the river Hooghly under pilotage charge, and in tow of steam tug *Scinde*, and when just above point Jelly, the vessel suddenly came into a fog, the helm was put to starboard when she took the ground at 6-15 A.M. on the edge of Budge-Budge sand and parted both hawsers. The vessel was aground for 6 hours. No damage.

31. The British iron screw steamer PALM [of Liverpool, 1,394 tons register, official number 63,185], from Bombay to Rangoon in stone ballast. On the 20th February the steamer was brought up the Rangoon river in charge of pilot Moosum, and on rounding the white buoy, near the Hasting's shoal, there were several cargo boats in, and near, the Monkey point channel impeding the navigation, the pilot, in order to avoid running them down, stood off to the north to pass astern of them, but was too late in bringing the vessel round to the south again, when she grounded at Monkey point. She was aground for 35 minutes only and received no damage. No loss of life.

[A Court of Inquiry was held in the Court of the Deputy Commissioner, Rangoon, on the 28th February, under Rule XXIV of the Rangoon Pilot rules for the purpose of investigating the cause of the casualty. Mr. Mack, Assistant Port Officer, on being questioned by the Court said that there was no charge, that the pilot entered the channel too soon as regards tide, and that there was no dispute as to the spot where she grounded. Two nautical members of the Court were of opinion that the pilot was not to blame, and that under the circumstances he only did what they thought they would have done themselves under similar circumstances. They could not, of course, say that they would not have brought her round to the southward sooner, to avoid striking the mud, but they added that in this channel the danger of running down cargo boats,

which endeavour to cross a steamer's bows, is so great, and the loss of life likely to occur in doing so is so much to be feared, that they could not say that the pilot acted unskilfully. The President and one member of the Court considered that the pilot committed an error of judgment, but could not say that he was actually unskilful or that he should be punished.]

The Chief Commissioner of British Burma remarked that two members of the Court considered that the pilot committed an error of judgment in running close to the point instead of keeping over towards the Hasting's shoal and taking the risk of running down the cargo boats. The other members of the Court considered that the pilot acted for the best in taking the course he did. This seemed to be the correct view. It seemed to have been possible to clear the boats without touching the point. It was possible that the pilot kept rather too much northward, but it was possible also that his calculations were accidentally, as he explained, thrown out. Under all the circumstances the Chief Commissioner acquitted pilot Moosum of blame.

32. The British iron screw steamer CITY OF VENICE [of Glasgow, 2,092 tons register, official number 71,726], from Liverpool to Calcutta with a general cargo. At 5-20 P.M. on the 21st February, whilst dropping up the river Hooghly between the *Meinam* and the red buoy at Garden reach, the *City of Venice's* head payed off to port, the *Meinam*, which was lying at single anchor, took a sheer to starboard and her starboard cathead caught and was carried away by the port cat davit of the *City of Venice*. The damage to the *City of Venice* was very slight. No cargo damaged. No loss of life. (This collision would not have occurred if the *Meinam's* helm had been starboarded and a few fathoms of chain paid out.)

33. The French iron barque LOUISE [of Marseilles, 413 tons register, official number not stated], from Bourbon to Calcutta in ballast. Whilst proceeding up Hog river reach, river Hooghly, under pilotage charge, the vessel grounded on the bank about a mile below Hog river creek at 2-50 P.M. on the 21st February. She was kedged into the channel at 6 P.M. No damage.

34. The British iron screw steamer ZEALOUS (of Hartlepool, 891 tons register, official number 70,125], from Newport to Aden with a cargo of coals. At 9 A.M. on the 27th February, the vessel in passing Mokha grounded on the Mokha north shoal in about latitude 13° 20′ N., and longitude 43° 9′ E. (Red Sea), and after jettisoning about 30 tons of cargo she came off. Damage to ship and cargo, value unknown. No lives lost. (This casualty was caused by the master misjudging his distance from land and not using the lead.)

35. The British Indian gulbut EKÁDASI [of Panvel, 21 tons register, official number 2,690, age 30 years], from Belápur (near Panvel) to Bombay with a cargo of straw and grass, was during heavy weather driven on to a sunken rock on the 28th February off Dwella More, in the Belápur creek, Bombay harbour. Damage to craft Rs. 150; cargo worth Rs. 80 was lost. Crew eight men. No loss of life.

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36. The Italian wooden barque ZIO PELLEGRO [of Gênes, 760 tons register, official number not reported], from Rangoon to Amsterdam with a cargo of rice. At 6 P.M. of the 1st March, whilst proceeding down Rangoon river in charge of the harbour master, grounded at Monkey point. No damage. No loss of life. (The casualty was caused by the inexperience of the harbour master in not anchoring the vessel. No enquiry was held, as it was reported that the harbour master had never been seen since.)

37. The British iron screw steamer MERCEDES [of London, 1,344 tons register, official number 81,539], from Aden to Calcutta in water ballast. At 12-15 A.M. on the 2nd March the vessel was proceeding up the river Hooghly under pilotage charge, and after rounding Fulta point she was caught in a strong eddy and grounded on the bank. She slipped off after an hour and was anchored abreast till daylight of the 3rd March, when she proceeded to town. Damage to vessel not reported. No cargo lost.

38. The British Indian craft LUXMEE [of Rái, 9 tons register, official number 1,605, age 24 years], from Belápur (near Panvel) to Thána with a cargo of salt. At 11 P.M. on the 2nd March she ran on a rock and capsized

when about 1½ miles from Khernee bandar, Thána river, Bombay coast. No damage to craft. The cargo was lost, value Rs. 750. No lives lost.

39. The British iron screw steamer CHYEBASSA [of Glasgow, 2,639 tons register, official number 71,666], from Calcutta to London with a general cargo. At 11-10 A.M. on the 3rd March, whilst proceeding down the river Hooghly under pilotage charge, the vessel touched the bank at Garden Reach with her forefoot immediately above Camperbatches point. The casualty was so slight and momentary that it did not interfere with the vessel's turning. No damage.

40. The British Indian mahangiri LAXMEE [of Thána, 18 tons register, official number 3,695, age 25 years], from Kalyán to Bombay with a cargo of grass, sprung a leak at 12 P.M. on the 3rd March when off the Kulwa railway bridge, Thána river, Bombay coast. Slight damage to craft. Cargo all lost, value about Rs. 100. No loss of life.

41. The British Indian dhoney RAJ LACHHMI [of Coringa, 69 tons register, official number 35, not classed], from Rámesvaram (Pámban) to Pooree. During heavy weather on the 5th of March, having drifted from her anchors, was driven ashore within the limits of Pooree roads (Orissa coast). She was subsequently floated off on the night of the 12th March without having sustained any damage. No cargo on board. No lives lost.

42. The British iron screw steamer MECCA [of Glasgow, 936 tons register, official number 68,059], from Calcutta to Maulmain and Straits with a general cargo. On the 12th March, whilst proceeding up the Salween or Maulmain river, under pilotage charge, grounded twice in the Lady Clifford channel. The vessel was delayed till the following day, when a survey was held, and as she had sustained no damage, she proceeded on her voyage to the Straits. No loss of life.

[A Court of Inquiry was held at Maulmain on the 2nd April under Rule XXIV for the purpose of enquiring into the conduct of licensed pilot Moosen. The Court having considered all that had been brought before it, was of opinion that the *Mecca* grounded out of the channel when in charge of pilot Moosen. The Court was also of opinion that this was owing to Moosen not having ported his helm soon enough on approaching the Lower red buoy; and that when he did port his helm, he did not do so sufficiently, and the consequence was that the steamer was taken by the flood tide out of the channel into shallow water. The Court was also of opinion that there was sufficient water in the channel at the time for the steamer to have come up safely. The Court was informed by the Port Officer that pilot Moosen was serving under a medical certificate of fitness which certificate expired on the 30th June 1881. He had, therefore, only three months' more service to complete. His last punishment was in 1877, when he was reduced to 18 feet and under for six months. The Court, therefore, recommended that pilot Moosen be reduced to 18 feet and under for a term of three months.]

The Commissioner of the Tenasserim Division fully concurred in the finding of the Court, and remarked that Moosen was an old pilot, and his conduct had not been the subject of investigation for nearly four years. Under these circumstances he accordingly ordered the license of pilot Moosen to be reduced to one for 18 feet and under for three months from the 4th April 1881, and further under Rule XXIX to forfeit all claims to pilotage fees against the *Mecca* on the occasion in question.

43. The British iron screw steamer CAVALIER [of Newcastle, 1,193 tons register, official number 76,231], from Bassein to Hamburg with a cargo of rice. At 2 P.M. on the 14th of March when in anchoring the vessel near the Aden light-ship her propeller dropped off the shaft. Value of damage not reported. (Cause unknown).

44. The British Indian muchwa KASTU [of Kulthure (south of Harnai), 7 tons register, official number 4,418, age 32 years], from Harnai to Kulthure with a cargo of paddy and sundries and Rs. 347 in cash. On the afternoon of the 14th March the muchwa ran on to a rock at the mouth of Kulthure creek (Bombay coast), and sprang a leak, caused by stress of weather. Damage to muchwa about Rs. 100; Rs. 320 worth of cargo and Rs. 347 in cash was lost. No loss of life.

45. The British iron ship HADDON HALL [of Liverpool, 1,416 tons register, official number 58,925], from Rangoon to the United Kingdom with a cargo of rice. At 2-30 A.M. on the 15th March, whilst the steam tug *Ngapoota* in tow of ship *Verona* was turning on starboard helm, an eddy tide caught her on port bow and prevented her answering the helm; the engines were stopped and reversed full speed astern, but notwithstanding she struck the lighters and immediately afterwards the *Haddon Hall* which was lying moored with both anchors in the Pegu river near Messrs. Stewart Punch and Co.'s rice mills. The *Ngapoota* made a large hole in the port side of the *Haddon Hall*, caused by the pea of the anchor, and two plates were dented by the tug's stem about 3 feet under the water. Mr. Punch went on board the *Haddon Hall* with 60 coolies and assisted the crew in working the pumps and lightening the ship till the damaged portion was got above water, and temporarily repaired. The *Ngapoota's* bulwark and part of rail was damaged. The *Haddon Hall* sustained serious damage. Value not reported. Of the cargo £348 worth was lost, and £2,364 was damaged. No loss of life.

[A Court of Inquiry was held in the Deputy Commissioner's Court, Rangoon, on the 13th April, in accordance with Rule XXIV of the Rangoon Pilot rules to investigate the charge brought against Mr. Pilot Eagleson for reckless navigation. The Court was unanimously of opinion that the pilot was guilty of unskilfulness, and recorded that " there was not the least occasion to run any risk while there was ample room to turn her astern of the ships at anchor and to steam to the *Verona* against the stream. Instead of adopting this course he evidently attempted to turn the *Ngapoota* when too close to the *Haddon Hall*, and when he ought to have known he could not clear her by bringing the steamer round against the stream. The steamer was going full speed, about 8 knots, and the tide was running about 5 knots, so that her speed over the river was 13 knots. This was a great speed at night time when distances are not easily judged, and except he was most certain of his distance and capability of turning, &c., it was nothing short of rashness to approach the vessels as he appeared to have done. Another course open to him was to anchor or to turn her to starboard away from the shipping. There was abundance of water, and the nautical members say he could have done so without any difficulty. The Court recommends that Mr. Eagleson be suspended for one month. The Court was also of opinion that pilot McPhee, who was with Mr. Eagleson, should have pointed out the danger to him, and recommends that notice be taken of Mr. McPhee's neglect in adopting a precaution which in all probability would have prevented the collision."]

The Chief Commissioner of British Burma confirmed the proceedings of the Court and accepted the recommendation of the Court that Mr Eagleson's license as a pilot be suspended for one month.

46. The British iron screw steamer SEEWO [of London, 1,059 tons register, official number 82,846], from Newcastle to Hongkong with a cargo of coals. On the 17th February the vessel left Newcastle bound for Singapore, Hongkong and Shanghai. On the 6th March she reached Port Said and shipped coal for the ship's use, which was placed between decks. Everything went on well until 10-50 P.M. on the 17th March, at which time the chief mate was keeping his watch on deck, and the master was with him on the bridge. The master perceived the smell of smoke, and both went on deck and smelt at the ventilators of the main hold, from which they then perceived smoke was issuing. The ventilators were at once closed, and the hatches put on, and the crew sent down to the main deck through the donkey engine room to move the coal from the main deck into the bunkers to admit of the hatches being got at. The fire hose in the meantime having been laid forward, water was pumped down one of the ventilators into the main hold and then down the other, the ventilators being closed alternately as the hose was shifted. At 1-20 A.M. on the 18th the vessel was put about for Aden, from which port she was then distant 238 miles eastward, the ship's position being in latitude 12° 17′ N., and longitude 49° 8′ E. (Gulf of Aden). At 7 P.M. on the 19th, the S. S. *Seewo* reached Aden, where she was met by H. M. S. *Philomel*, and offered assistance which the master declined. She was taken to the Inner harbour and moored in a suitable berth for scuttling. At 4-30 P.M., a steam launch with a steam pump and a lighter with a force pump came alongside, and these in addition to the ship's pumps were kept working, but owing to the leaky state of the bulkheads

between the engine-room and the main hold, and between that and the fore hold, and between the latter and the fore peak or collision compartment, the water found its way from the main hold into the engine-room, the fore hold and the fore peak, and consequently to flood the main hold it was found necessary to obtain the assistance of further pumping power. Accordingly on the 20th the services of a water boat with a steam pump and a steam launch were procured. They were then kept going until 8-45 A.M. on the 21st, by which time the fire was extinguished. Damage to vessel Rs. 500. Of the cargo 40 tons were burnt, and 1,000 tons were damaged, value Rs. 5,000. No lives lost.

[A Court of Inquiry was held in the Court of the Resident, Aden, under section 5 of Act IV of 1875, on the 25th March, to investigate the circumstances attending the cause of the fire that broke out at sea on board the above ship. From the evidence before it, the Court was of opinion that there could be no doubt that the fire was caused by the heat generated from the boilers, owing to the entire want of ventilation near the bulkhead opposite the ends of the boilers, the bulkhead appearing scorched and slightly bulged aft from top to bottom, amidships, where the greatest heat and strain would be. The bulkhead was burnt and charred on the other side, that is, inside the main hold, with portions of burnt coal and cinders sticking to it, and the bulkhead must have become overheated to such a degree as to cause the coal in the main hold in contact with the bulkhead to ignite. The Court taking into consideration that the flames passed up over the coal for a surface of 10 feet, that the main deck being of iron saved the ship from total destruction. The Court was also of opinion that the master, officers and engineers were in no way to blame for the coal on board the S. S. *Seewo* having caught fire. It appeared that ventilation so far as it could be was carried out, and that all the usual precautionary measures were adopted to prevent fire. The Court was further of opinion that the steps taken by the master of the S. S. *Seewo* so soon as the fire was discovered were such as ought to have been adopted, and that in putting the vessel about and bringing her into Aden, the master did the wisest thing he could under the circumstances, and that by so doing he probably saved the ship, for there could be little doubt, had the vessel continued on her voyage, the fire, owing to the leaky state of all the bulkheads referred to, would never have been brought under and put out with the aid of the pumping power for this purpose on board, and the water buckets only. From the time the fire was discovered until it was put out, the master appeared to have behaved with coolness and judgment, doing what was best to ensure the safety of the ship and cargo, and he appeared to have been cordially and ably assisted by all those under him. The Court, therefore, wholly exonerated the master, chief officer, the chief engineer, the second engineer, the second officer, as well as the other officers and crew of the S. S. *Seewo* from all blame.]

The Governor of Bombay confirmed the finding. The *Seewo* was surveyed, and after the defects in the caulking of the forehead and collision bulkheads were rectified, and the coal landed from the vessel re-shipped, she proceeded to sea.

47. The Italian wooden barque MARIA P. [of Genoa, 820 tons register, official number not stated], from Trapani to Rangoon with a cargo of salt. At 5-40 P.M. on the 18th March the vessel was brought up the Rangoon river in charge of a pilot; and when about half way between the Hasting's shoal and Rangoon the pilot steered the vessel with a fair breeze between the S. S. *Sibylla* and an Italian barque, both at anchor. The S. S. *Cervin* was at anchor further up the river, and the pilot intending to anchor between the barque and the *Cervin* brought the *Maria P.'s* head towards the Dallah side; she answered well, but when doing so the wind suddenly changed and the sails were taken aback. This caused the vessel to be unmanageable, and she was taken towards the *Cervin*, and before she was stopped by the anchor, fouled the *Cervin*. The *Maria P.* got clear of the steamer in about an hour. The *Maria P.* sustained £2,500 worth of damage. The damage to the *Cervin* was not reported. No loss of cargo. No loss of life.

[A Court of Inquiry was held at Rangoon in the Deputy Commissioner's Court on the 28th March under Rule XXIV of the Rangoon Pilot rules, to investigate the charge brought against the pilot for careless-

ness or unskilfulness in not bringing the vessel to anchor before he had brought her in too close to the shipping in harbour. Mr. Mack, Assistant Port Officer, informed the Court that there was no further evidence than that recorded, and that he could produce no one from the *Cervin*, as she left before the Court was ordered. On the evidence before it the Court was of opinion that "the charge against the pilot was not proved. The change of wind is admitted, and the nautical members say that there was no reason to anticipate a change at that part of the river, particularly at this season of the year, when the sea-breeze is generally most steady and true. They consider the pilot was perfectly right in what he did, and that those on board the *Cervin* neglected the usual duty to slack out chain when requested to do so." The evidence given by the harbour master showed that "the pilot was in no way wrong as regards that portion of the charge which states 'in not bringing the vessel to anchor before he had brought her in too close to the shipping in harbour,' for he states they are allowed to bring vessels up much higher between Mr. Hopper's and the Main wharf, and to anchor wherever they find room."]

The Chief Commissioner of British Burma, in reviewing the case, remarked that the evidence produced at the enquiry showed that the pilot was guilty neither of carelessness nor unskilfulness, and that he was not wrong in attempting to bring the *Maria P.* to anchor in the position chosen. He therefore confirmed the finding of the Court.

48. The British Indian barque SHAKOOL HAMED [of Nagore, 330 tons register, official number 10], from Akyab to Jaffna with a cargo of paddy. On the afternoon of the 18th March, whilst proceeding out of Aracan river, the wind fell light and then calm; the current which was strong was setting her on to a mud bank, and finding her shoaling the anchor was let go. Immediately the tide fell and a swell setting in, the vessel bumped on the mud bank when about 4 miles W.N.W. of Savage island light-house, Burma coast. She floated off as the tide made after being aground for about two hours. No damage to vessel or cargo. No loss of life.

49. The British iron screw steamer EUPHRATES [of Glasgow, 500 tons register, official number 45,992], from Bombay to Kurrachee with a general cargo, grounded whilst attempting to go up Kurrachee harbour at 8-30 A.M. on the 19th March, when about 350 yards E.N.E. of the light-house. Signals of distress were promptly attended to by the Port Officer, who, with his pilots, immediately boarded her and got her off with the assistance of the hopper barge *Sind*. She was afterwards surveyed, and as the vessel had sustained no damage she left at 7 P.M. of the same day with the Persian Gulf mails. No damage to cargo. No loss of life. (The cause is attributed to thick hazy weather, and in attempting to enter the harbour without a pilot.)

50. The British iron screw steamer ETHIOPIA [of Glasgow, 1,413 tons register, official number 68,120], from Calcutta to Bombay with a general cargo. At 11 A.M. of the 20th March, whilst proceeding down the river Hooghly, grounded for 15 minutes on Fulta sand in turning round on the last of the ebb tide. No damage.

51. The Native craft RANGELI [of Diu, 22 tons register, official number 4,187], from Revdanda to Kalyán with a cargo of coals. At 4 A.M. on the 21st March the craft stranded on a sand bank in the Nandkar creek, Bombay harbour, caused through want of knowledge of the creek on the part of the tindal of the craft. Damage to craft Rs. 50. No cargo lost. No lives lost.

52. The British wooden ship MARY P. KITCHEN [of Liverpool, 1,062 tons register, official number not reported], from Maulmain to The Channel with a cargo of teak timber, grounded whilst proceeding down in tow of steam tug at 7 A.M. on the 22nd of March in Pool channel, Salween river, Burma coast. No damage. (This casualty was caused by the carelessness of the pilot, who was punished by having his license reduced to 21 feet for six months).

53. The British iron screw steamer NAVARINO [of Glasgow, 2,160 tons register, official number 68,694], from London to Calcutta with a general cargo, grounded at 3-30 P.M. on the 23rd March at Fulta point, river Hooghly, in consequence of steam steering gear carrying away. She remained on the bank for three or four minutes and then slipped off. No damage.

54. The British iron screw steamer NEWNHAM [of Newcastle, 1,296 tons register, official number 83,888], from Cardiff to Bombay with a cargo of coals and iron, stranded on Sha'b Ali reef, Gulf of Suez (Red Sea) at 12-45 P.M. on the 23rd March, caused by a heavy mirage on the water. She got off after jettisoning a quantity of the coals. The steamer was surveyed in the British India Steam Navigation Company's dock, Bombay, on the 27th April, and after the damages were made good, she left for Leghorn and Marseilles on the 13th May. Damage to ship and cargo not known. No loss of life.

55. The British iron ship COUNTY OF CARDIGAN [of Liverpool, 1,292 tons register, official number 78,749], from South Shields to Rangoon with a cargo of coals. At 4 P.M. on the 24th March, whilst coming up the Monkey point channel in Rangoon river, under pilotage charge, and when abreast of Warren Ainsley's rice mill, to avoid running down a cargo boat under full sail, the helm was starboarded, but the tide taking the ship on the starboard side she took a sheer and went on the Hasting's shoal. She got off without receiving any damage after being aground for about three hours. No loss of life.

[A Court of Inquiry was held at Rangoon in the Deputy Commissioner's Court on the 8th April to investigate the charge brought against the pilot, under Rule XXIV of the Pilot rules, of recklessness in endangering the safety of the ship by bringing her through the Monkey point channel at *low water* and then deliberately running her aground to avoid a cargo boat then underweigh. The Court on the conclusion of the evidence asked Mr. Mack whether he had any witnesses to produce to show that the pilot brought the ship through the channel at *low water*. Mr. Mack stated that he had not, and was aware himself that the ship grounded at about 4 P.M., and that he appeared on behalf of the prosecution under orders, but that he had no possibility of proving the charge. The nautical members of the Court were of opinion that the pilot was perfectly justified in the action he took, and that, under similar circumstances, they would have done the same themselves. Mr. Dawson (Member) and the President did not dissent from this opinion. The Court was further of opinion that the charge should not have been made against the pilot while there was no evidence forthcoming to support it.]

The Chief Commissioner of British Burma, in confirming the finding of the Court, remarked that "apparently the charge of recklessness need not have been made, at the same time a Court of Inquiry was needed in a grave case of grounding like the present one, both to enable the pilot to clear himself of blame and to satisfy all parties that the accident was under the circumstances unavoidable. This was another case of absolutely unavoidable accident owing to the presence of cargo boats in motion in the river at this particular channel. It was for the Port Commissioners to review all these recent cases, to consider what was the cause of the increased frequency of Monkey point channel accidents, to ascertain from merchants and pilots and masters of vessels what remedy they suggest. It would be a very extreme measure to shut cargo boats altogether out of the channel unless they were under steam tug. But after all some such provision would be better than weekly accidents in the Monkey point channel."

56. The British iron screw steamer ANTONIO [of London, 1,214 tons register, official number 77,017], from Bassein to Malta with a cargo of rice. At 4 P.M. on the 25th March, whilst turning round off Bassein town, grounded on the edge of a mud flat in Padouk reach, and an hour afterwards, as soon as the ebb slacked, the vessel lifted and proceeded without having sustained any damage. (The cause of the accident was attributed to her borrowing on the edge of the flat to avoid fouling a vessel at anchor).

57. The Italian iron screw steamer ASSIRIA [of Genoa, 1,136 tons register, official number not reported], from Point-de-Galle to Marseilles and Genoa with a general cargo. At 5 A.M. on the 27th March, when in latitude 12° 40′ N., and longitude 45° 35′ E. (Gulf of Aden), the coupling of crank shaft broke, caused by wear and tear. No damage to hull or cargo. No loss of life.

58. The British Indian mahangiri HANMANT PRASAD [of Thána, 19 tons register, official number 4,489,] from Kalyán to Bombay with a cargo of grass. At 8 A.M. on the 27th March the craft was driven on a rock and capsized off Nandlé in Trombay creek, Bombay harbour. Slight damage to craft. Cargo all lost, value Rs. 160. No loss of life. (Caused by heavy weather).

59. The British iron screw steamer SARAH ANN [of West Hartlepool, 876 tons register, official number 70,121], from Point-de-Galle to London with a cargo of rice. At 7 A.M. on the 28th March, when in latitude 6° 1′ N., and longitude 79° 37′ E., Ceylon coast, the divisional plate of the cylinder was found leaky. No damage to hull or cargo. No loss of life.

60. The British wooden barque MAGELLAN [of Liverpool, 613 tons register, official number 28,610], from Rangoon to Queenstown or Falmouth with a cargo of rice and cutch. At 3-20 P.M. on the 30th March the S. S. *Satara*, proceeding up the Rangoon river from Port Blair with a general cargo in pilotage charge, came across the Hasting's shoal, when the pilot stopped the engines expecting to pick up the harbour master from the steamer *Asia* which was coming down the river. The pilot allowed the *Satara* to drift with the tide with her head across the river to the Dallah shore at angle of about 45° up the river. After the *Asia* passed down, the harbour master came in his boat; and finding it difficult to board the *Satara*, he waved to the pilot to keep her over to the Dallah side. On this the pilot ordered 'easy ahead,' but the engines did not move, he then ordered the same again, then half speed ahead, but no move till he ordered 'full speed ahead.' The delay was estimated at one minute and a half, and there could be no doubt this delay was the immediate cause of the collision, for the S. S. *Satara* drifted broadsides on, right on to the bow of the *Magellan*, which was lying at anchor off the town. The *Magellan* sustained partial damage, value not reported. No cargo lost. The *Satara* damaged her starboard side rails and one boat, value of which was not reported. No loss of life.

[A Court of Inquiry was held at Rangoon in the Deputy Commissioner's Court on the 28th April in accordance with Rule XXIV of the Rangoon Pilot rules to investigate the circumstances relative to the above collision. "The master of the *Satara* says that had the pilot not stopped the engines after they did start, there would have been no collision, but the pilot says it was too late when the engines started, and that he was obliged to stop as it was a necessity to prevent more serious accident. A question is raised and evidence given as to whether a pilot should allow for a delay of this kind in starting engines on board a steamer, but the majority of the Court taking a broad view of the case, do not consider that, even supposing that he rightly depended on the engines, he was justified in drawing it so fine and allowing the steamer to drift up with a strong tide so close to the shipping without even adopting the precaution of turning her head down the river against the stream." The Court found the pilot "guilty of unskilfulness in navigating the S. S. *Satara*, and that whilst he had ample room he should have anchored without running any risk in waiting because the harbour master was late in coming on board." The accused was a full draft pilot, and as this was the first occasion he had been charged with any breach of rules, the Court merely censured him.]

The Chief Commissioner of British Burma confirmed the finding of the Court.

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61. The Native craft SUGATE PRASAD [of Jaffrabad, 19 tons register, no official number], from Mowah to Bombay with a cargo of cotton valued at Rs. 6,000. The vessel was old, and during the rough weather, which occurred on the 2nd April off Omergaum (Bombay coast), her planks were considerably loosened; the crew made for the nearest port and saved the craft. Damage Rs. 300. Of the cargo Rs. 3,600 worth was lost, and Rs. 1,200 worth damaged. No loss of life.

62. The Indian Government iron steamer ENTERPRIZE [of 694 tons register, age 7 years]. It appears that the *Enterprize* stood to the pilot brig entrance to Rangoon river (Burma coast), at about 2-30 A.M. on the 3rd April for the purpose of getting a pilot, and with a view of anchoring ready for a start at daylight. She had noticed the *Camelot's* anchor light and gave her a sufficiently wide berth; the Commander of the *Enterprize* was under the impression that he could have safely gone ahead of her by judging the distance, but finding afterwards that the *Enterprize* could not clear her, she being closer than the Commander had estimated, the engines were immediately reversed,

when the *Enterprize* struck the S. S. *Camelot*, which was at anchor, on her port bow and then went clear. The *Enterprize* had her bowsprit sprung and about 2 feet broken off the end, the gammoning band broken, figure head carried away, the nose plate on the cutwater to which this was bolted was cracked as well as two of the bulwark plates on each side of it, and about 15 to 20 square feet of the deck had been lifted by the bowsprit; the estimated loss was Rs. 400. The *Camelot* had a sheer plate on her port bow and another plate in the bulwarks broken, a portion of the railing had been bent and broken, the cement in the waterways was broken up, and part of the heading carried away outside; estimated loss was about Rs. 1,500. The S. S. *Camelot* had come from Singapore and Penang to Rangoon with a general cargo and was at anchor at the pilot station when the casualty occurred. The cargo of the *Camelot* was not damaged. No loss of life.

[A Marine Court of Inquiry was held at Rangoon in the Deputy Commissioner's Court on the 6th April to investigate the circumstances attending the above collision. The Court, having carefully considered the statements made and the circumstances of this case, unanimously agreed that the Commander of the *Enterprize* was responsible for the collision. He saw the *Camelot*, according to his own admission, long before the chief officer came on deck. He has urged that the chief officer told him suddenly that the *Camelot* was underweigh, but even had he said so it does not relieve him (the Commander) of his responsibility. The Court considered that he committed an error in judgment in rounding-to and attempting to cross the *Camelot's* bows with a flood tide. The safest course would have been to have passed under the stern of the *Camelot*. If the helm of the *Enterprize* had been kept to starboard and the engines not altered from the original speed of 62 revolutions, she would in all probability have cleared the *Camelot*. The immediate cause of the collision was the alteration of the engines with indecision at a critical moment. The only other point which the Court thought necessary to consider was the delay which occurred in communicating with the *Camelot*. Although it is undoubtedly the duty of every Commander of a vessel to ascertain as soon as possible what damage had been done to the vessel struck, and to render assistance as speedily as possible, the Court was of opinion that under the circumstances of the present case the delay was excusable, as it was caused by his waiting to take the pilot on board whose boat was being carried away by a strong flood tide. The pilot then took over charge of the *Enterprize* and was some time in placing her in a position to send a boat alongside the *Camelot*.]

The Chief Commissioner of British Burma concurred with the Court of Inquiry that the collision was due to the Commander's bad seamanship in the first instance, and to his indecision and want of presence of mind in the second place, but disagreed with the Court that the *Enterprize* took reasonably prompt steps to enquire about and, if necessary, succour the *Camelot*.

63. The British iron screw steamer EASINGTON [of West Hartlepool, 1,135 tons register, official number 81,524], from Point-de-Galle to Calcutta with a cargo of coals. The vessel after discharging part of her cargo was leaving for Calcutta to load a return cargo for Europe. On the 5th April, whilst proceeding out of Galle harbour, in consequence of her steam steering gear having become disconnected, the *Easington* got out of the proper course and bumped on the Mata Mada rocks on the south side of the fairway. She had to return to repair damages before proceeding to dock at Calcutta. Two holes appear to have been knocked in the steamer's bottom. No serious damage was sustained, as the vessel was light. Damage to cargo, if any, not reported. No loss of life.

64. The British iron screw steamer FITZPATRICK [of Penang, 680 tons register, official number 63,933], from Rangoon to Singapore with a cargo of rice and sundries. At 8-30 A.M. on the 5th April the *Shin Tsaw Boo* was proceeding up the Rangoon river with flats in tow near the right bank of the river, and the *Fitzpatrick* going down close to the other bank; the *Shin Tsaw Boo* suddenly ported her helm and crossed the bows of the other vessel; the *Fitzpatrick* had to go astern full speed, but before her headway could be stopped the action of the screw swayed her head to port and on to the bank between Chokey point and Stockade creek. The *Fitzpatrick* could not port her helm for fear of grounding on the Chokey point lumps which were on her

starboard bow. The vessel was ashore about 10 hours, when, with the assistance of the steam tug *Salween*, she came off. No damage. No loss of life.

[A Court of Inquiry was held in the Court of the Deputy Commissioner, Rangoon, on the 17th May, in accordance with Rule XXIV of the Rangoon Pilot rules, to investigate the cause of the casualty. The Court was unanimous in the opinion that the pilot was not to blame under the circumstances of the case. He was in his proper channel, and there was no necessity whatever for the *Shin Tsaw Boo*, of much lesser draught, to cross the *Fitzpatrick's* bows and cause her to go ashore.]

The Chief Commissioner of British Burma confirmed the finding of the Court.

65. The British iron screw steamer HIMALAYA [of Glasgow, 910 tons register, official number 58,321], from Calcutta to Colombo with a general cargo. At 9-20 A.M. on the 7th April, whilst crossing Moyapore, river Hooghly, between Nos. 2 and 3 tracks, the vessel canted to starboard, and on shoaling the water to 3½ fathoms the helm was put hard to starboard; but before the vessel answered sufficiently, she took the ground. At 3 P.M. she floated. No damage.

66. The British Indian pattimar KASHINATH [of Alibág, 17 tons register, official number 2,135], from Goa to Bombay with a cargo of betelnuts, fruit, coir, &c. On the 9th April the S. S. *Neera*, after leaving Ratnagiri, steamed at the rate of 9 knots an hour. The pattimar was proceeding up the coast and at the time of the collision was on the port tack. At 1 o'clock that morning the master of the S. S. *Neera* turned in and left his mate in charge, and at 2-30 A.M. when near Yetia, a little north of Jaytápur (Bombay coast), he (the master) was aroused by hearing the telegraph bell; he got up and found the pattimar directly under the steamer's bows with no lights on board, and within 10 or 15 seconds the pattimar was struck in the middle, when she proceeded a short distance and then sank. The pattimar was afterwards recovered by her crew and taken into Jaytápur where she was repaired. Damage about Rs. 1,000. The cargo nearly all lost. Value about Rs. 500. No damage to steamer. The crew, 12 men, were picked up by the *Neera* and subsequently landed at Jaytápur.

[A Court of Inquiry was held at the Chief Presidency Magistrate's Court, Bombay (Report dated 21st September), to investigate the circumstances connected with the above collision. From the evidence before it, the Court was of opinion that the *Neera* was well in hand, but however well handled she might have been, and however judiciously the look-out men might have been placed, that at the rate she was steaming, only the most vigilant look-out could possibly have averted a collision with a Native craft in the event of such craft omitting to carry the proper light, which frequently happens to be the case. The Court remarked that the master of the *Neera* would have shown more judgment and care if, considering the darkness of the night, and the cloudy weather, he had steamed at a lesser speed. The *Kashinath* proceeding up the coast was on the port tack and seemed to have been navigated very carelessly. The steamer's witnesses declared that no lights were visible on board the pattimar, whilst the tindal of the *Kashinath* as stoutly asserted that the lights were there, and hoisted by his orders. As is usual, in enquiries of this kind, the evidence is to a great extent conflicting and unreliable; but it appeared to the Court that, though a more vigilant look-out might have been kept on board the *Neera* and a collision perhaps thereby averted, yet that the tindal of the pattimar was mainly to blame for the accident.]

67. The British Indian iron steamer BASSEIN [of Calcutta, 208 tons register, official number 52,629], from Chittagong to Narainganj, grounded at Rajbaree in the Megna river, Sunderbuns, on the 11th April. No damage. No loss of life. (The cause of the accident was not reported).

68. The Indian Government iron screw steamer MARGARET NORTHCOTE [of Tuticorin, 60 tons register], from Pondicherry to Madras with the Secretary to Government, Public Works Department, and Port Officer, Madras, on board. About 7-30 A.M. on the 12th April a cargo boat conveying stone was crossing the mouth of Madras harbour when the *Margaret Northcote* was steaming into the harbour; the boat was pulled right against the steamer and was run down. The cargo boat was subsequently raised and brought to shore. No

damage to the *Margaret Northcote*. No loss of life. (Caused by rash and negligent navigation on the part of the boat's crew.)

69. The British Indian craft RAMPASAD [of Surat, 32 tons register, official number 3,083, age 28 years], from Bhávnagar to Bombay with a cargo of cotton, valued at Rs. 15,852. At 12 P.M. of the 15th April she struck on the Malaiki (Malacca) bank (Gulf of Cambay). Damage to craft, value Rs. 50; of the cargo 61 bales were lost, value Rs. 6,000. No lives lost. (Cause of casualty not reported).

70. The British wooden barque MARS [of London, 722 tons register, official number 14,712, age 24 years], from Madras to Natal with 338 emigrants and a cargo of rice. At 6-15 P.M. on the 16th April, whilst proceeding down the Bay of Bengal, the vessel suddenly took the ground on a small sand patch in latitude 9° 8′ N., and about 5½ miles off shore off the north-east coast of Ceylon. The master immediately took in all sail and prepared to run out stream anchor when the vessel floated off into 3½ fathoms; at 11 P.M., finding that she was not making any water, and, apparently, not having received any damage, he got her underweigh and proceeded on his voyage. No loss of life. (This casualty was reported as having been caused by the bank not being marked on the charts).

71. The British Indian boat (name unknown) [of Raipur, 15 tons register, no official number], from Calcutta to Raipur with a cargo of 350 maunds salt. At 3 P.M. on the 16th April, when at Lamchi chur in the Dakatia river, Sunderbuns, she capsized owing to the strong current of the bore. She was subsequently recovered. Damage to craft Rs. 30. Cargo all lost, value Rs. 1,350. No loss of life.

72. The British wooden barque CHOICE [of Scarborough, 394 tons register, official number 62,864], from Chittagong to Mauritius with a cargo of rice. On the 25th April, whilst dropping down on an ebb tide, in pilotage charge, the vessel took ground when below Noa khali, Kornafuli river (Chittagong coast). She got off by next flood tide without sustaining any damage.

73. The British iron screw steamer MECCA [of Glasgow, 936 tons register, official number 68,059], from Calcutta to Rangoon with a general cargo. The steamer under pilotage charge was coming up the Rangoon river, Burma coast, on the morning of the 26th April, when after passing Elephant point she grounded near Cases buoy on the extension of the Middle bank (Allaythong). No damage. (This casualty was caused by the shifting of the Middle bank which narrowed the channel.)

[A Court of Inquiry (Report dated 25th May 1881) was held in the Court of the Deputy Commissioner, Rangoon, under Section XXIV of the Rangoon Pilot rules, to investigate the circumstances relative to the grounding of the above vessel. The Court, after taking all the circumstances of the case into consideration, was of opinion that the pilot McGregor cannot be held blamable for the grounding of the *Mecca*, but that it should be attributed to the omission to properly survey the channel since the receipt of Mr. Simmond's report, and to the absence of any marks to show the extension of the "lumps" or shoals which have most unquestionably been extending from the "mud flats" southwards, and which, according to Mr. Fuller's last rude or unscientific survey, have already reached across to the southward so as to block the channel by one-third of its width according to what is called "the old channel." The pilots generally are of opinion that the mud flat is rapidly extending to the south and narrowing the channel by several feet in a month, and that this has been well known for some time. The Court remarked that no time should be lost in having a correct survey made of this part of the river and in marking the dangers, not only by buoys, but also by correcting the charts.]

74. The British iron screw steamer LORD DERBY [of Newcastle, 1132 tons register, official number 76,221], from Point-de-Galle to Port Said with a cargo of rice. At 8 P.M. on the 26th April, when in latitude 13° 40′ N., and longitude 48° 59′ E. (Gulf of Aden), the boiler tubes became leaky, caused by wear and tear. No damage to hull or cargo. No loss of life.

75. The British iron screw steamer VIKING [of Glasgow, 1,686 tons register, official number 71,662], from Calcutta to London with a general cargo. At 9-45 A.M. on the 28th April the vessel was proceeding down the river Hooghly,

and when between point Jelly and Seesbaria creek the steam steering gear aft got out of order and the vessel flew to starboard; she was immediately backed astern full speed and the port anchor let go; the vessel touched the northern bank but came off immediately. No damage.

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76. The British Indian padow DHANPRASAD [of Tárápur (Thána district), 8 tons register, official number 892], from Dántivra (Máhim) to Jaygad with a cargo of rice, valued at Rs. 480. The padow was going southward at about midnight of the 2nd May when off the entrance to Anjanvel creek (Bombay coast), a steamer (name unknown) from the south appeared bearing down on her. Lights were shown and cries raised, but the steamer came on and eventually struck the padow on her side causing her to leak. Damage to padow Rs. 50. Of the cargo, Rs. 196 worth was lost. No loss of life.

77. The British Indian mahangiri BALIRAJA [of Panvel, 18 tons register, official number 2,777, age 21 years], from Belápur to Bombay with a cargo of grass and straw. At 12 A.M. on the 8th May, when about half a mile north of Hog island dock, Bombay harbour, the craft owing to stress of weather sprang a leak and sank. She was driven ashore and recovered. Damage to craft Rs. 125. Cargo all lost, value Rs. 130. Crew were saved by a toney passing by.

78. The British iron ship VISCOUNT [of Liverpool, 1,270 tons register, official number 69,298], from Liverpool to Calcutta with a cargo of salt. Whilst proceeding up Bellary channel, river Hooghly, at 1-30 P.M. on the 11th May, the vessel was taken aback suddenly when just above the Semaphore: the anchor was let go and the sails were being taken in when the wind shifted to the westward; and at 1-50 P.M. the yards were braced round and sails trimmed; but finding that the ship did not reply to her helm a cast of the lead was taken, when it was perceived that she had taken the ground. At 6-50 P.M. ship floated. No damage. No loss of life.

79. The Dutch brig PARA [of Wilderrank, 260 tons register, official number 45,784], from Calcutta to Natal with a general cargo. On the 13th May whilst the vessel was lying at anchor at Saugor on her way out, it was found that she was leaking from her topsides; the crew refusing to proceed to sea, the pilot returned with the brig to town at the request of her captain. She was properly caulked and repaired, and proceeded to sea after being detained a month at Calcutta. No damage to cargo.

80. The British Indian craft (no name) [of Raipur, 15 tons register, no official number], from Raipur to Calcutta with a cargo of betelnuts. At 3 P.M. on the 16th May, when near Delirpur, Dakatia river, Sunderbuns, she capsized, caused by "bore" and stormy weather. She was subsequently recovered. No damage to craft. Cargo worth Rs. 105 was lost. No loss of life.

81. The British iron screw steamer MARTABAN [of Glasgow, 1,630 tons register, official number 68.066], from Glasgow to Rangoon with a general cargo. At 7-50 A.M. on the 16th May the vessel grounded on Monkey point close on to the fortified portion at the Rangoon river side in trying to bring her through the channel when proceeding up the river. She floated at 3 P.M. when the tide rose after being aground for seven hours. No damage to vessel or cargo. No loss of life.

[A Court of Inquiry was held at Rangoon at the Deputy Commissioner's Court on the 27th May, under Rule XXIV of the Rangoon Pilot rules, to investigate the circumstances attending the above grounding. Captain Barlow, master of the *Martaban*, attributed the grounding to the pilot having reduced the speed of the ship from full to half speed, and to the pilot porting the helm at a time when her head was pointing straight up the channel. The Court was of opinion that the pilot was right in coming through at half speed, and that the grounding must be attributed to the strong eddy where the two tides off Monkey point meet, *viz.*, from the Rangoon and Poozoondoung rivers. They thought that it would be dangerous to come through at full speed, and that the pilot had not shown to be in any way negligent or unskilful. The Court after considering the points—whether at the state of the tide the pilot

was justified in bringing the *Martaban* through the channel, or whether he should have waited below the Hastings to come up when the flood tide suited—decided that he was not wrong in coming through when he did, and that it was one of those unavoidable accidents which might occur under similar circumstances to a ship in the hands of the most skilful navigator. The Court recorded that the pilot had been a full draft pilot since 1866 in the Rangoon river with an interval of four years when he was away. During his service his conduct had never been the subject of an enquiry, and he was looked upon as one of the most cautious pilots in the Rangoon Pilot Service.]

The Chief Commissioner of British Burma, in reviewing the judgment of the Court, did not accept the view taken by the President and Members of the Court in this case, and that as no special explanation was forthcoming, he considered that unskilfulness on the part of the pilot was the cause of the *Martaban* grounding The Chief Commissioner, in consideration of the pilot's past good service, ordered only a suspension of one month from 1st to 31st July.

82. The British Indian boat (no name) [of Raipur, tonnage not known, no official number], from Raipur to Calcutta with coriander seeds and betelnuts. At 3 P.M. on the 16th May, when at Raipur ghât in Dakatia river, Sunderbuns, she capsized owing to the bore and strong wind. She was subsequently recovered. No damage to craft. Cargo slightly damaged. No loss of life.

83. The British iron screw steamer HANKOW [of London, 2,331 tons register, official number 68,510], from Singapore to Calcutta in ballast. At 10-15 A.M. on the 18th May, when at the Sandheads, (Saugor light-house bearing N. 9° E.), the crank broke causing damage to the amount of £500. No damage to hull. No loss of life.

84. The Native kotia KALIANPRASAD [of Dwárka, 86 tons register, official number 2,591, age about 40 years], from Zanzibar to Dwárka with a cargo of timber. About the 20th of May, when about 200 miles off Kuriyan Muriyan (Arabian Sea), the kotia experienced very bad weather; a small portion of her cargo had to be thrown overboard, her tiller also broke, but it was repaired as well as possible, and she eventually anchored off Mirya bay near Ratnagiri on the 11th June. Damage to kotia, about Rs. 600. Cargo worth Rs. 25 was lost. No loss of life.

85. The British iron screw steamer MIRZAPORE [of Greenock, 2,090 tons register, official number 65,604], from Calcutta to Madras and London with a general cargo, grounded on the Pulicat shoal, Coromandel coast, on the 24th May; a short time after striking she came off. No damage. (No particulars could be obtained of this accident).

86. The British iron screw steamer CORA MARIA [of Cardiff, 831 tons register, official number 81,772], from Point-de-Galle to Port Said with a cargo of rice. At 3 P.M. on the 25th May, when about 120 miles eastward of Aden, one blade of her propeller was broken short off, and two other blades broken at the points, caused by the faulty bolt. No damage to vessel. No cargo lost. The vessel put into Aden for repairs.

87. The British iron screw steamer EASINGTON [of West Hartlepool, 1135 tons register, official number 81,524], from Calcutta to Akyab in ballast, grounded at 9-45 A.M. on the 27th May at the entrance to Naaf river, Burma coast, caused through the master having mistaken the high hills to the northward of Myou river for the Borongos. She was surveyed at Akyab, when it was found that the vessel had sustained no damage. No loss of life. (The Port Officer of Akyab stated that the grounding could have been avoided, as the soundings would have shown the master that the land was not that of the Western Borongos.)

88. The British Indian muchwa MAHAMMADI [of Mangalore, 12 tons register, official number 19], from Quilandi to Mulpy. The muchwa when off Cannanore met with very heavy weather and put back to Tellicherry; after remaining at the latter place for two days she weighed anchor on the 27th May, and after having proceeded a few miles the muchwa became leaky, and during a storm was driven ashore about 100 yards off Katkacheri near Tellicherry (Malabar coast). Damage to muchwa about Rs. 300. No cargo on board. No loss of life.

89. The British iron ship DEWA GUNGADHUR [of Liverpool, 594 tons register, official number 19,580], from London to Bombay with a general cargo. On the 27th of May when in latitude 14° 3′ N. and longitude 66° 25′ E. (Arabian Sea), she experienced very heavy rain and violent squalls which caused the ship to labour and strain heavily; lower main topsail blew away, and the heavy sea breaking over the vessel washed away bulwarks and burst open cabin doors filling cabin full of water. Value of damage to ship and cargo not reported. No loss of life.

90. The British three-masted wooden schooner AFRICA [of Bombay, 255 tons register, official number 53,512, age 19 years], from Zanzibar to Bombay with a general cargo. The vessel when in latitude 16° N., and longitude 67° E. (Arabian Sea), encountered a cyclone on the 28th May, and was thrown on her beam-ends, which necessitated her fore and mainmast being cut away so as to right her. The sea swept over the vessel from forehead to stern, carrying away the mizen masthead, boom and jibboom, and the starboard bulwarks; the fore and aft starboard bow and quarter were stove in, the rudder lost, and everything moveable about the deck was swept overboard. There was 5 feet of water in the hold, but when part of the cargo had been thrown overboard and the weather moderated, the crew succeeded in pumping her dry. On the 7th June at daylight the high land of Rajpuri was sighted, and the vessel being a perfect wreck signals of distress were made to the S. S. *Madura*, when the latter vessel came to her assistance and towed her to Bombay harbour as far as the Outer light-ship. Damage to schooner, value unknown. A portion of the cargo was jettisoned, value Rs. 360. No loss of life. (The *Africa* was not repaired, but was sold to be broken up at Bombay, for which purpose she was destined after the above voyage had been accomplished.)

91. The British Indian craft SALÁMATI [of Bánkot, 7 tons register, official number 3,753, age 42 years], from Bombay to Bánkot. At about 11 A.M. on the 28th May, when at the bar entrance to Sávitri river, Bombay coast, the main mast was carried away and she filled with water, caused by squally weather. Damage to craft about Rs. 250. No cargo on board. Crew, 6 men and 4 passengers. One of the crew was lost; the remainder were saved in boats sent from the shore.

92. The British Indian padow RAMPRASAD [of Balsad, 11 tons register, official number 849], from Revdanda to Alibág with a cargo of firewood and Rs. 107 in cash. On the 29th May the craft ran ashore at the entrance to Alibág creek, Bombay coast. Damage to padow Rs. 300. Cargo worth Rs. 25 and Rs. 107 in cash was lost. (The casualty was caused by the tindal's want of knowledge of the creek.)

93. The British iron screw steamer MERCEDES [of London, 1,344 tons register, official number 81,539], from Bombay to Antwerp with a general cargo. On the 28th May there was a strong cyclonic gale from the east, and on 29th the gale increased, sails were carried away, two boats were stove in, and all the deck fixings were carried away. On the 31st it still blew a strong gale, and having subsequently sprung a leak, when in latitude 16° N. and longitude 64° E. (Arabian Sea), she put back to Bombay. Damage to ship and cargo, value unknown. No loss of life.

94. The British Indian padow RUPAREL [of Sátpáti (Máhim taluka), 4 tons register, official number 823], from Dántivra (Máhim) to Sátpáti, capsized at 2 P.M. on the 31st May when leaving Dántivra creek (Bombay coast). Caused by squall. Damage to padow Rs. 30. No cargo on board. No loss of life.

95. The British iron screw steamer JOHN PENDER [of London, 706 tons register, official number 70,773], from Bombay to Aden with about 180 tons telegraph cable, valued at £10,000. At 6-30 A.M. on the 31st May, when in latitude 18° 54′ N. and longitude 61° 56′ E. (Arabian Sea), she encountered a cyclone. She shipped very heavy seas, destroyed companion, cable gear aft, a large quantity of stores, two boats, &c. Damage to ship about £2,500. No damage to cargo. No loss of life.

96. The British iron screw steamer SESTOS [of London, 784 tons register, official number 65,742], from Bombay to Marseilles with a general cargo. The vessel encountered a cyclone on the 31st of May when about 560 miles from Bombay in latitude 17° 10′ N. and longitude 63° 15′ E. (Arabian Sea), and was obliged to put back to Bombay, and arrived there on the 8th June.

She was considerably damaged. The necessary repairs were executed, and the vessel sailed from Bombay on the 12th July. No loss of life.

97. The British iron screw steamer ESHCOL [of North Shields, 963 tons register, official number 70,398], from Cardiff to Bombay with a cargo of coals. At 4 P.M. on the 31st May when in latitude 16° 15′ N. and longitude 61° 50′ E. (Arabian Sea), the vessel encountered a hurricane, and a very high sea running filled ship's deck and cabin, started two boats, carried away lower topsail and lower topsail yard, engine-room ventilators, &c. No damage to cargo reported. No loss of life.

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98. The British iron screw steamer WISTOW HALL [of Liverpool, 1,729 tons register, official number 78,814], from Liverpool to Bombay with a general cargo. It appears that the vessel had moderate weather until she passed Aden, and on the 1st June when in latitude 17° N., and longitude 60° E. (Arabian Sea), she encountered a very severe gale with tremendous seas, which completely buried the steamer, washing away one life-boat and four cutters, and doing other damage about the deck. Only temporary repairs to damage were effected at Bombay at a cost of about Rs. 800, and whatever else was required was done on her arrival at Liverpool. No loss of cargo. No loss of life. [Notwithstanding the rough weather, the *Wistow Hall* made the passage from Liverpool to Bombay in 25 days and 19 hours, including all stoppages].

99. The British Indian mahangiri KHANDERAO [of Alibág, 14 tons register, official number 2,261], from Bombay to Roha (in Kundalika river) capsized on 1st June, caused by heavy weather; she was afterwards washed on to the Chaul Kadu reefs, Bombay coast. Damage to craft Rs. 150. No cargo on board. One life lost.

100. The British Indian muchwa KHANGÉTI [of Kulthure (north of Anjanvel), 12 tons register, official number 3,684], from Bombay to Kulthure with a cargo of piece goods, sugar, &c. At 2 P.M. on the 2nd June, owing to heavy seas, the muchwa filled and sank at Kulthure creek (Bombay coast). She was subsequently recovered. Damage about Rs. 25. A portion of the cargo was lost, value Rs. 200, and Rs. 275 worth was damaged. No loss of life.

101. The British Indian muchwa PANDURANG [of Bombay, 3 tons register, official number 2,296], from Trombay to Bombay with fishing nets. On the 2nd of June, whilst returning to Bombay, a squall overtook her, and driving her against the fishing stakes at Trombay she capsized. She was afterwards recovered. No damage. No loss of life.

102. The British Indian muchwa FALLERY [of Alibág, 3 tons register, official number 2,228, age 31 years], from Bombay to Revdanda with a cargo of dry chillies, onions, &c., was carried on the bar sand at the entrance to Kundalika river, Bombay coast, on the 3rd June. Damage to muchwa Rs. 25. Cargo worth Rs. 32 was lost and damaged. No lives lost. (The casualty was caused by rough weather).

103. The British Indian padow RUPAREL [of Tárápur, 10 tons register, official number 840], from Bombay to Tárápur. On the 3rd June, when about half a mile seaward of Bassein, Bombay coast, she capsized, caused by squall. She was finally recovered. Damage to padow Rs. 225. No loss of life.

104. The British iron screw steamer STRATHMORE [of Glasgow, 1,383 tons register, official number 78,619], from Natal to Bombay in ballast. At 6 A.M. on the 7th June, when in latitude 6° 52′ N. and longitude 60° 36′ E. (Arabian Sea), her high pressure crank shaft broke at the fillet of No. 2 main bearing, caused by a flaw in the shaft. No damage to hull. No loss of life.

105. The British composite barque DUKE OF EDINBURGH [of Liverpool, 1,117 tons register, official number 60,045], from Calcutta to London with a cargo of rice, linseed, rapeseed and cotton. The vessel after leaving Saugor encountered heavy weather at the Sandheads between the 6th and 9th June and sprang a leak, and the high cross sea striking and injuring the hull, she returned to Calcutta, where she was repaired. Of the cargo, 244 bags were damaged and afterwards sold. The damage to both vessel and cargo was estimated at about £3,000. No loss of life.

106. The British iron screw steamer LOCH RANNOCH [of Dundee, 1,008 tons register, official number 82,737], from London to Bombay, with sleepers, Government stores and general cargo. All went well until the 17th June when the ship's position was latitude 17° 52′ N. and longitude 62° 30′ E. (Arabian Sea), and about 600 miles from Bombay. At 4 P.M. the steward reported that there was smoke coming from the forward afterhold ventilator on the port side, the master ordered a hose into the bunkers on the port side, when the chief engineer came on deck and assured the master that the coals were all right. The after hatches were then taken off and the buoy lights removed; the crew commenced to dig down amongst the cargo, but could find out nothing, there being so much smoke. The hatches, and all other ventilators and openings to the hold, were then battened down; the after engine-room bulkhead was a little warm on the port side just below the steel between decks. In the meantime the master kept on at full speed for Bombay. The next day the smoke increased in the cabin aft. At 3 A.M. on the 20th June she reached Bombay where she was anchored near the quarantine ground. The vessel afterwards was shifted further up the river at Mazagon, more in shore and the anchor hoy and the water barge belonging to the port were alongside, and water poured down the afterhold ventilators. The tarpaulins were taken off from the after hatch, but the smoke being very bad it was battened down again. About noon the cargo was taken out and water pumped into the ship until the afternoon when the fire was supposed to have been got under. The engine room was then pumped out, and the water decreased so fast in the afterhold that the fire increased again. The bulkhead was leaking very badly; the fire got worse, and pumping was recommenced and continued till the morning of the 21st June when the fire was finally put out. During the time water appeared to have gone into the main and foreholds from the 'tween decks, and in consequence the ship became submerged. At about 11 P.M. on the 22nd the pumps were worked, but not satisfactorily, and the ship commenced to sink in the mud. Pumping was kept up until the 13th July, when the master succeeded in getting the water 4 feet below the 'tween decks. Endeavours were made night and day to try and lift her, but ineffectually. Her position being 15 feet in the mud with 2 feet of a list to port. She was finally raised on the 13th August. Damage to vessel and cargo not reported. No loss of life.

[A Court of Inquiry was held at Bombay (1st to 6th August) in the Chief Presidency Magistrate's Court to investigate the circumstances connected with the fire that occurred on board the above vessel, and the subsequent submergence of that vessel, in Bombay harbour. The evidence of the captain and witnesses led the Court to believe that the fire was spontaneous, and not the work of an incendiary, since it was impossible to get near the spot where the fire appeared to have originated. Neither did the fire appear to have been caused by the careless stowage of the combustible part of the vessel's cargo. The Court was of opinion that from the time the fire was discovered up to the time when the *Loch Rannoch* was grounded, and the fire finally put out, Captain Lee took all proper precautions, and did everything that was necessary for the safety of his vessel. The Court took into consideration the anxiety under which Captain Lee had laboured and the great energy he had displayed up to the time that his vessel became submerged, but considered that if he had used more energetic measures afterwards the vessel might have been raised, and for his not doing so, the Court considered the Captain's conduct was open to some censure. From the evidence given before it, the Court could not but come to the conclusion that the after engine-room bulkhead was faultily constructed, and had it not been so the water in the lower afterhold would have been confined to that compartment, and could easily have been pumped out by the ship's engines, and the vessel would not have been submerged. The Port Authorities appeared to have acted most promptly in rendering every assistance to the Captain of the *Loch Rannoch* in the trying position in which he was placed.]

107. The British iron screw steamer LALEHAM [of Newcastle, 1,300 tons register, official number 80,564], from Calcutta to Dunkirk with a cargo of seeds. The vessel whilst crossing over from Melancholy point to the Sankral mark, grounded slightly on the Melancholy sand, river Hooghly, on the 18th June. She floated after being aground for 8 minutes. No damage. No loss of life.

108. The Danish three-masted wooden schooner POSEIDON [of Kolding, 177 tons register, official number 521], from Calcutta to Cape Town with a general cargo. The vessel, it appears, had just been hove round on port tack with a light S.S.W. breeze; the fore yard squared was drifting down with the tide, the wind heading and vessel gathering sternway, the port anchor was let go to snub her round, when she grounded on the bank a little below the Anchoring creek, Hooghly river, at 11-50 A.M. on the 20th June. She floated at 2-20 P.M. as the wind shifted to S.E., and tide slackened. No damage. No loss of life.

109. The British iron ship SHEILA [of Liverpool, 1,198 tons register, official number 76,413], from New York to Calcutta with a cargo of kerosine oil. The vessel on the 21st June was proceeding up the river Hooghly, the wind suddenly died away after passing the Waterloo wreck buoy and the tide being a little stronger than she could head, the anchor was dropped between Nos. 2 and 3 tracks on the bar, but in swinging she grazed the sand in No. 1 track, Eastern Gut, James and Mary's. She proceeded at 7-30 A.M. as the tide made. No damage.

110. The British iron screw steamer KERBELA of [Glasgow, 1,501 tons register, official number 84,274], from Calcutta to Cocanada and Madras with a general cargo. On the 30th of June the vessel passed Hope island light-house (at 6-20 P.M.) to the eastward, distant about 5 or 6 miles, and steered due south till 7-10 P.M. until the light bore N.W.; the course was then set S.S.W., the lead giving no bottom at 13 fathoms; at 8-25 P.M. she slightly touched on a mud bank about 13 to 14 miles S. ¼ E. of Hope island light, Madras coast. The engines were stopped, and she went full speed astern immediately and ship came round head to westward. No damage to vessel or cargo. No loss of life.

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111. The British iron ship GLENROY [of Calcutta, 1,139 tons register, official number 3,242, age 26 years], from Bimlipatam to London with a cargo of jaggery, myrabolams, coir, horn and bones. On the 1st July, when in latitude 11° 11′ N. and longitude 86° 14′ E. (Bay of Bengal), she met with very heavy weather, and having lost mainmast, topmast, sails, &c., she put into Penang. Damage to ship about £3,000. No loss of cargo. No lives lost.

112. The British iron screw steamer CALDER [of Bombay, 400 tons register, official number 67,978], from Bombay to Bandar 'Abbas (Persian Gulf) with a general cargo. The vessel left Bombay harbour on the evening of the 9th July, and the pilot quitted her about two hours later. There was a strong breeze blowing at the time, which increased with the night to a gale, and before the morning dawned three Native passengers were washed overboard from forehatch by a very heavy sea. On the 10th, whilst in latitude 19° 6′ N. and longitude 71° 30′ E. (Arabian Sea), the ship was making tolerable headway against the wind and sea till the afternoon, when water was reported to be 15 inches in the fore and main holds, and the bilges and the stoke hole began to be flooded. The deck and bilge pumps were started, but they would not work being choked with coals. The hands were then kept bailing water out of the engine-room with buckets. The rudder chain gave way and the after screw gearing was put into requisition, but it broke. The water increasing rendered it difficult to keep up steam, and it was thought most advisable to put the ship back to Bombay. On the 11th it was blowing a very hard gale. The lead was used, and the soundings decreased until 7 fathoms when land was sighted on the port bow. Efforts were made to take the vessel into Bassein, but found that she had not way enough to steer. She made fairway for a few hours, but the furnace filling, all chances of steam were dissipated, and the vessel then drifted until she was anchored off Versovah in 5½ fathoms on the 12th. The deck pumps were completely useless. The increased quantity of water in the hold (5 feet) laid her starboard gunwale under water. About 80 tons of cargo were jettisoned from the after hatch. The crew meanwhile were busy bailing the water out from the stoke hole by means of buckets, and their united efforts were not unsuccessful. The *Calder* was ready to make a last attempt to reach Bombay, but the anchors could not be hove in. The

heavy jumping of the ship parted the messenger chain, and the master was obliged to slip both anchors and chains. The vessel then made for Bombay where she arrived on the morning of the 13th, and was moored off the Custom-house bandar with one anchor and 40 fathoms chain—all that remained in the ship. On the 15th the vessel was surveyed by the Surveyors to the port, and from their evidence it appeared that the *Calder* was then in a very bad condition and materially damaged, principally in her upper works, and the hull was very much strained on the starboard side, and leaking badly. Damage to vessel, value unknown. Of the cargo 80 tons was jettisoned, and the remainder was much damaged, value not known. Crew, 43 men, and 59 passengers. Three lives lost. The chief officer severely injured his foot.

[A Court of Inquiry was held at the Chief Presidency Magistrate's Court, Bombay, on the 13th August, to conduct an investigation into the circumstances connected with the casualty and the loss of three Native passengers which occurred on board the above vessel. After a careful consideration of the evidence, the Court came to the following conclusions: 1st.—That Captain Dixon committed an error in judgment in not turning back to Bombay on the morning of the 10th July. 2nd.—That Captain Dixon did not exercise due care and attention in the navigation of his vessel from the time of turning back to Bombay on the night of the 10th July up to the time of his making the land, thereby placing himself in a very perilous position off the coast to the northward of Bombay. The Court was glad to be able to observe that in every other respect Captain Dixon appeared to have done the best he could for the safety of his passengers and vessel. It must not be forgotten that he was constantly at his post from the time he left Bombay harbour up to the time when he returned to it, or nearly 90 hours. The want of rest, and the great anxieties which he had undergone, must have prevented him from exercising a proper judgment. The Court was of opinion that the Chief Engineer Mr. Jansen showed a want of resource and judgment in not having made more use of the measures at his disposal for freeing the vessel of water. Owing to this, the vessel was placed in great danger by the boiler fires being put out at a time when the engines were most needed. There was no reliable evidence before the Court to show how the coals came into the engine-room bilges in such large quantities as to cause the pumps to be continually choked. The Court had to observe that the ballasting of the steamer with loose sand was most reprehensible, and contributed in some measure to paralyze the use of the pumps.]

The Solicitor to the Bombay Government considered that in this case there was no legal necessity to give the usual confirmation by His Excellency the Governor to the Court's report.

113. The French wooden barque PALAIS GALLIEN [of Bordeaux, 470 tons register, official number not known], from Bourbon to Calcutta in ballast. At 7-30 A.M. on the 10th July, whilst proceeding up the river Hooghly under pilotage charge and in tow of steam launch *Outram*, the vessel was driven close in shore owing to a sudden gust of wind from E.S.E.; the anchor was let go in 4½ fathoms of water, and in swinging to the flood she tailed the bank at Seesbaria creek. The vessel only lost an anchor and a hawser.

114. The British wooden barque WISTARIA [of Adelaide, 373 tons register, official number 51,204], from Mauritius to Calcutta in ballast. On the 10th July, when near the Rangafulla sand, river Hooghly, the vessel whilst heaving her anchor to the bows, a heavy squall came down from the northward, and the anchor took the ground under the fore foot; the vessel in this position would neither stay nor wear, the chain was then slipped, and every effort was made to get her off the sand, but proved fruitless. At 4-30 A.M. of the 11th after running out 75 fathoms of chain she floated. She made all sail with a light north-east breeze, and slipped again the same anchor. With little or no breeze and the ebb making down she grounded a second time. At 11 A.M. on the 12th the vessel floated, and the breeze being light from W.N.W. put her into deep water. She was aground for nearly two days. The *Wistaria* was severely strained, necessitating her eventually being docked and thoroughly repaired. Damage, value about Rs. 20,000. No loss of life. The *Wistaria* left Calcutta on the 9th February 1882 for Australia.

115. The British iron paddle steamer HUNSDON [of Calcutta, 275 tons register, official number 49,328]. The vessel is a tug steamer, and on the morning of the 13th July was lying at her moorings a little below Fort point, river Hooghly, when the tug steamer *Cyclone*, proceeding down, her engines failed to start, and she dropped against the *Hunsdon* knocking her adrift from the buoy and causing damage to the starboard main rail, starboard bowsprit shroud carried away, port chain, which secured the steamer to mooring buoy, broken, and bending the bulwark plate and angle iron. Damage Rs. 100. The buoy was also damaged, but to what extent not known. The *Cyclone* was docked, when, on examination, it was found that a little wood work was damaged about the paddle boxes, supports of sponson beams, and some iron work about the starboard wheel was bent up. No loss of life.

116. The British wooden barque OCEAN CHIEF [of Banff, 385 tons register, official number 62,460], from Chittagong to Trinidad with a cargo of rice. On the afternoon of the 14th July the pilot, whilst bringing the vessel to anchor, was unskilful in doing so, and the vessel in swinging to the tide took the bank below Kumar khali, Kornafuli river (Chittagong coast.) No damage.

117. The British iron screw steamer NOTTING HILL [of Liverpool, 2,615 tons register, official number 84,114], from Liverpool to Calcutta with a general cargo. At 4 P.M. on the 6th of July, when in latitude 23° 38′ N. and longitude 36° 48′ E. (Red Sea), the feed pumps of the steamer broke down and she put into Aden for repairs. No other damage reported.

118. The British iron ship BROOMHALL [of Dundee, 1,380 tons register, official number 68,272], from Hull to Calcutta with a cargo of railway iron, coal and coke. On the 20th July, whilst swinging to the ebb, the vessel grounded on Sankral sand, river Hooghly. She floated off after being aground 10 hours. No damage. (Unavoidable accident.)

119. The British iron ship MAJESTIC [of Liverpool, 1884 tons register, official number 70,952], from London to Calcutta with a general cargo. The vessel was proceeding up the river Hooghly in pilotage charge and in tow of steamer *Hunsdon*. On the 25th July, whilst crossing over from Jarmaker's reach to Melancholy point, she grounded on the head of Melancholy sand, caused by the steamer suddenly taking a sheer in an eddy. The steamer parted her hawser, and after having passed another she tried to tow the *Majestic* off, but the second hawser having parted the steamer was unsuccessful. At 10 P.M. as soon as the tide slacked, the ship floated off after being aground for nearly seven hours. No damage reported.

120. The British wooden ship MINISTER OF MARINE [of St. John's, New Brunswick, 1648 tons register, official number 66,193], from Madras to London with a general cargo. At 2-30 P.M. on the 27th July whilst loading her cargo in the Bimlipatam roads (Madras coast), she encountered rough sea and strong winds, unshipped her windlass completely out of the bearings and commenced to drive northward. The Chief Officer, who was in charge of the vessel, managed to slip the extreme end (about 200 fathoms), only just in time to save the vessel from going on shore. She lost her anchors and cables, and put into Cocanada to repair damage to windlass, and afterwards returned to Bimlipatam to complete her loading. No damage to cargo. No loss of life. (The *Minister of Marine* had more than 20 full cargo boats alongside at the time, all of which safely returned to the shore with full load on board).

121. The British iron screw steamer BUSHEER [of Glasgow, 538 tons register, official number 48,901], from Calcutta to Rangoon with a general cargo. The vessel under pilotage charge was proceeding up the Rangoon river on the 29th July, and when near the spit buoy it suddenly came on very thick; the anchor was let go before the engines were stopped, and the vessel lost an anchor and 60 fathoms of chain. Value about £200. No loss of life.

[A Court of Inquiry (Report dated 2nd September 1881) was held in the Court of the Assistant Commissioner, Rangoon, under Rule XXIV of the Rangoon Pilot rules, to enquire into the conduct of the pilot. The Court was of opinion that the pilot Mahomed Sassy lost his head on this occasion. This was proved by the fact that he let go the anchor before giving the order to stop the ship, and that whilst the spit buoy, as undoubtedly was the case, was in sight there was no occasion to let go any anchor. The anchor and chain valued at £200 was lost through the pilot's carelessness in giving wrong orders.

The ship was greatly imperilled, and had she touched on the spit sand, with such a strong tide running, would probably have been lost. The vessel on this occasion was saved by the captain taking over charge from the pilot. The pilot Mahomed Sassy has been brought up three times, and in February 1880 was reduced for precisely the same kind of carelessness as he has now exhibited. On that occasion two anchors and a quantity of chain were lost. The Court taking into consideration the previous history of this man, Mahomed Sassy, recommended that he be dismissed the service.]

The Chief Commissioner of British Burma in confirming the finding of the Court directed that Mahamed Sassy's license as a pilot be withdrawn.

122. The British iron screw steamer SYBIL [of London, 1,319 tons register, official number 81,562], from Point-de-Galle to Bremen with a cargo of rice. At 6 A.M. on the 31st of July, when examining the engines in Aden harbour, the low pressure piston was found cracked. Cause unknown. This caused a detention of 11 days which would probably be a loss to the ship of, at least, £150.

AUGUST 1881.

123. The British Indian padow RUPAREL [of Máhim (táluka Tárápur,) 8 tons register, official number 1,082], from Máhim to Surat with a cargo of fruit. At 7 A.M. on the 2nd August when 6 miles off the mouth of the Kelvi creek (Bombay coast), owing to heavy seas she capsized. She was subsequently recovered. Damage to padow, Rs. 300. Cargo nearly all lost, value Rs. 397. Crew 11 men. No loss of life.

124. The British iron barque STAR OF THE EAST [of Plymouth, 734 tons register, official number 74,620], from Bassein to The Channel with a cargo of rice. On the 29th July the vessel proceeded down the Bassein river, in pilotage charge and in tow of tug *Albert*, as far as Penella, where, owing to the weather being bad, she remained at anchor until the 3rd August. On the 4th the weather being fine she proceeded down, and at 11 A.M. she took the ground on the Porian shoal S.E. of Hengie island, entrance to Bassein river, Burma coast. The vessel was backing and filling down a broad channel (Hengie channel) on a clear day with moderate S.W. wind, good land-marks in sight, but no attention appears to have been paid to these, or to the lead, consequently she was on shore before any one knew it. Finding that she remained fast, the anchor was dropped to keep her from being carried further on the shoal. The next day attempts were made to get her off, which on account of heavy seas were unsuccessful. Further efforts by lightening the ship by jettisoning about 600 tons of cargo, also failed. Finally on the afternoon of the 18th August the steam tug *Albert* towed her off when she was taken up the river and anchored off Penella. No apparent damage to ship. Cargo worth £3,600 was lost. Crew 16 men. No loss of life.

[A Court of Inquiry was held in accordance with Rule XXIII of the Bassein Pilot rules in the Court of the Deputy Commissioner (Report dated 25th August) to enquire into the conduct of the pilot. The Court, having duly considered the case, was of opinion that the charge of carelessness brought against the pilot while in charge of the barque *Star of the East*, whereby that vessel was grounded, was proved, and therefore recommended that he (Mr. Beard) be suspended for six months.]

The Chief Commissioner of British Burma, not considering this sufficient punishment, increased the term of suspension to one year.

125. The British iron screw steamer BRANKSOME HALL [of Liverpool, 1,347 tons register, official number 74,487], from Liverpool to Bombay with a general cargo. At 10 A.M. on the 4th August, whilst lying in Prince's dock, Bombay harbour, smoke was seen coming from the lower hold, the ship's steam pump and hoses from the shore and Prince's dock were put to work and the cargo discharged at once. At 11 A.M. the fire was extinguished without any damage being done to the vessel. Of the cargo, 6 or 7 bundles of coir and dunnage were found charred, 40 bales of coton and about 170 bags of wheat were more or less damaged by water, value unknown. No loss of life. (The fire was caused by a quantity of wood, used to protect the coals from the heat of the donkey engine boiler, igniting).

126. The British iron ship CITY OF NANKIN [of Glasgow, 986 tons register, official number 27,954], from Penarth to Calcutta with a cargo of coals. The vessel whilst proceeding up the river Hooghly, under pilotage charge, slightly grazed the edge of the Long sand below the Long sand spit buoy Sandheads, at 4-30 A.M. on the 7th August. She proceeded without stopping. No damage.

127. The British wooden barque LINCELLES [of London, 892 tons register, official number 27,293], from London to Madras in ballast. On the 8th August, when at anchor in Madras roadstead (Coromandel coast), was fouled by the brig *Stree Lutchemunarasimhaswami* notwithstanding that she had slipped 90 fathoms chain and an anchor to clear the brig. No damage reported. No loss of life. (This collision was caused by the carelessness of the crew of the brig.)

128. The British three-masted schooner CELIA [of Liverpool, 326 tons register, official number 76,381], from Calcutta to Natal with a general cargo. On the 8th August, whilst being towed down the river Hooghly till abreast of Noorpor point, the steamer's engineer reported that the boiler was dry and cast off to fill up and get steam up. The *Celia* made all sail and proceeded across the gut; but after passing Hooghly point, finding the tide too strong for her to stem, she anchored in 7 fathoms abreast of the Waterloo buoy, and was waiting for the tide to slack and the steamer to return, when a squall took the sails aback, and the *Celia* broke her sheer and drove down the back of the Hooghly sand, and before she could be brought up, she took the ground. She floated and swung to her anchor at 7-30 P.M., after having been aground for nearly five hours. The vessel lost half the stock of her starboard anchor. No other damage. No loss of life.

129. The British wooden barque MARGARET FALCONER [of London, 378 tons register, official number 43,689, age 20 years], from Colombo to Cochin with a general cargo. On the 17th August the vessel was working up the coast, and when 7 miles to the westward of Muttum light-house, Malabar coast, sprang a leak through carrying press of sail in very bad weather to work off lee shore. She was taken into the backwater of Cochin making about 2 inches an hour. Damage (loss of sails and some gear) about Rs. 1,500. No cargo lost. No loss of life.

130. The British iron screw steamer SOCOTRA [of Glasgow, 1,240 tons register, official number 65,714], from Jiddah to Calcutta with a cargo of salt. On the morning of the 18th August when, in trying to get the ship's head round to go out of the Inner harbour of Aden, the wind and tide being contrary to each other, the vessel took the ground. On the 19th at 5-40 A.M. she was hauled off after having discharged 240 tons of cargo. No damage to cargo. No loss of life.

131. The Portuguese wooden corvette MINDELLO [of 1,100 tons register, official number not reported], and the Italian corvette *Ettore Fieramosca* being both fastened to the same buoy, between steamer buoy and No. 2 moorings in Aden harbour, a strong squall came on about the 21st of August which had the effect of breaking a shackle of the Port Fund Moorings. The consequence was a collision between the two vessels which resulted in some damage to the *Mindello*, which amounted to Rs. 389. No damage occurred to the Italian corvette *Ettore Fieramosca*. No loss of life.

132. The British iron screw steamer SOLWAY [of West Hartlepool, 510 tons register, official number 67,542], from Cardiff to Singapore with a cargo of coals. On the 22nd August, when in latitude 19° 38′ N., and longitude 38° 52′ E. (Red Sea), the low pressure piston broke. Cause unknown. No damage to hull or cargo. No loss of life.

133. The British Indian boat (name unknown) [of Siddee, Sunderbuns, 11 tons register, wooden, tied with canes], from Calcutta to Noakhali with a cargo of tobacco, kerosine oil, cocoanuts, &c. On the 24th August, whilst coming through the Megna river, she struck on a sand bank to the southward of Hengotia khal, Hattyah, Sunderbuns. Damage to boat Rs. 100. Cargo worth Rs. 89 was lost. No loss of life.

134. The British iron ship RYDALMERE [of Liverpool, 1,246 tons register, official number 70,908], from Calcutta to Mauritius with a general cargo. On

the 26th August the vessel was proceeding down the river Hooghly in tow of steam tug *Vulcan*, when at 4·30 P.M., after crossing the James and Mary's, in Hooghly bight, the tug steamer had to slip and sheer off in consequence of the eddy tide at the mooring buoy; the *Rydalmere* parted hawsers and let go one anchor and then the other, and to avoid going on the head of the Hooghly sand parted both anchors with about 115 fathoms on each. On the 27th at 4-20 A.M. when off Diamond harbour the *Rydalmere* parted from the mooring buoy owing to the ring of the buoy having carried away; she laid alongside the eastern bank by means of lines till the *Vulcan* was able to take her in tow. The *Rydalmere* only lost her anchors and cables. The *Vulcan* had some slight damage done to her; amount not known.

135. The British iron screw steamer KERBELA [of Glasgow, 1,501 tons register, official number 84,274], from Calcutta to Bombay with a general cargo. At 4-20 P.M. on the 27th August the vessel proceeding down the river Hooghly passed the upper Middleton buoy intending to turn and anchor to wait for the tide to rise in the Gaspar channel, when midway between the Upper Middleton and the Middleton spit buoys, Saugor roads, Sandheads, the helm was put hard to port, and the engines eased to half speed; but when about half round, the steamer commenced to roll and came back against her helm and jib, which had been set to help her round, and swung head down the river and grounded. She remained aground on the lump for a little more than an hour. No damage.

136. The British iron screw steamer LEGISLATOR [of Liverpool, 1378 tons register, official number 65,995], from Calcutta to London with a general cargo. Under pilotage charge on the 28th August. After passing close to the Lower Western nun buoy at Moyapore, river Hooghly, the helm was put to port, but finding she was not inclined to answer her helm quickly, her speed was eased and the helm put hard a port; as she was coming round slowly, the engines were stopped and reversed full speed, the vessel, however, went up the bank just above the mark on Devil's point; the engines being still reversed full speed, she backed off immediately and proceeded down. An hour later she was anchored about 200 yards to the eastward of the Queen Anne wreck buoy, Fulta, and at 11 A.M. the tide coming in with a rush whilst the steamer was athwart, and there being a strong S. W. breeze at the time, she brought her anchor home, and before the engines could be started, her quarter took the bank abreast. She remained aground for a little more than an hour, when she came off. No damage.

137. The Turkish wooden ship FOOLKOOL NIGA [late *Lalla Rookh* (ex *Radiant*) of Calcutta, 1,277 tons register, official number not reported, age 28 years], from Jiddah to Calcutta *viâ* Hodeïdah and Alleppey with a cargo of salt and grain. It appears that the vessel got underweigh from Jiddah on the 11th August, and on the 12th she experienced a strong squall with heavy sea and became leaky. The crew had to pump out 25 to 26 inches every six hours until her arrival at Hodeïdah, when on the 17th August divers examined her bottom. The vessel after being repaired continued her voyage on the 24th August. On the following day she met with bad weather, and the ship rolling much the leak again increased, and on the 27th the crew pumped 25 inches every six hours. The vessel being in a very leaky state, the pumps had to be worked without intermission to prevent her from foundering. On the 11th September she arrived at Alleppey, and on the 13th the wind became very strong and the sea heavy and the vessel labouring much shipped seas from both sides, and the foremast was badly sprung in consequence of the heavy rolling of the ship. The vessel leaking badly, and the master not finding the smooth water, weighed anchor and proceeded to Porcad where he anchored in 5 fathoms. At this time the bilge pump broke down above the 'tween deck and became perfectly useless, and the crew being tired pumping refused to proceed to the original destination. Accordingly, on the 16th September, the vessel was surveyed at Porcad, and on examination it was found that she was unable to proceed to Calcutta owing to the advanced season of the year and the bad condition of the ship; she was ordered to Alleppey, where, on the 15th October, she discharged all her salt. The vessel being a very old one, and unseaworthy, was sold at Alleppey, and the parties who bought her stopped the leak and sent her on the 19th December to Bombay in ballast. She arrived at Bombay on the 19th January 1882, and in the following March she was put on

the hard and broken up. Value of vessel not reported; the cargo was damaged to what extent not stated. No loss of life.

SEPTEMBER 1881.

138. The British iron ship BAYARD [of London, 1,248 tons register, official number 49,891], from Mauritius to Calcutta with stone ballast. On the 3rd September the vessel was proceeding up the river Hooghly in pilotage charge, and whilst keeping her luff in the slack tide on the tail of the Diamond sand with a westerly wind, she took the ground at 11 A.M. At 2 P.M. the flood making, she backed off and proceeded. No damage.

139. The British iron screw steamer EASINGTON [of West Hartlepool, 1,135 tons register, official number 81,524], from Tyne to Pondicherry, with a cargo of coals. On the morning of the 3rd September when in latitude 14° N., and longitude 42° 30′ E. (Red Sea), fire was discovered in the starboard lower bunker, caused by spontaneous combustion. No damage reported. No loss of life.

140. The British iron screw steamer BARNSLEY [of Hull, 1,309 tons register, official number 82,501], from Cardiff to Bombay with a cargo of coals. On the 5th September when in latitude 17° 34′ N., and longitude 70° 57′ E. (Bombay coast), she lost her propeller; cause unknown. On the 10th September she was taken in tow by the S. S. *Loch Rannoch* to Bombay. No loss of life.

141. The British iron screw steamer CLANDON [of London, 1,286 tons register, official number 77,105,] from Calcutta to London with a cargo of grain in bags. On the 7th September, at 8-30 A.M., the vessel whilst proceeding down under pilotage charge had rounded the head of Melancholy sand, river Hooghly, as far as the crossing mark, the helm was ported to round the bight, in steadying the helm her head continued to go starboard, when the helm was then put hard a starboard; and the vessel wearing it very sluggishly, took the ground on the Melancholy sand a little to the westward of the Nun buoy. She floated at 9-10 A.M. and was anchored off the point. At 9 P.M. on the same day the vessel, whilst riding with 45 fathoms on the starboard anchor, and 20 on the port one, began to drive, and taking a tremendous sheer towards Melancholy sand, parted the starboard cable at 43 fathoms; the pilot fearing that both cables had parted, the crew were put into the boats, and ordered to remain by the vessel till the flood came in, when they boarded her. At 11 P.M. she was towed by the tugs *Mary Stuart* and *Electric* up to town, where she was anchored at 1 A.M. on the 8th. Damage to vessel estimated at £3,500 to £4,000. One life lost.

142. The British iron screw steamer MEDINA [of Glasgow, 524 tons register, official number 30,634], from Chittagong to Calcutta with a general cargo. The vessel left Chittagong on the 7th September with an ebb tide, and grounded in mid channel on the bar, between the Outer and Middle black bar buoys, Kornafuli river, Chittagong coast. She was surveyed on her arrival at Calcutta, when it was found that she had sustained no damage.

143. The British wooden barque MARGARITA [of Cardiff, 863 tons register, official number 65,127], from Maulmain to Chatham with a cargo of teak timber. At 3-10 P.M. on the 7th September the vessel was being towed down the Salween or Maulmain river (Burma coast), and it being ebb tide, sheered with the tug *Ava*, and came into collision with the S. S. *C. T. Hook*, lying moored off Mopoon point. Damage to barque £70. No cargo lost. No loss of life. Damage to *C. T. Hook*, if any, not reported. (Vessel started on the first of the ebb, instead of on the flood tide.)

[A Pilot's Court of Inquiry was held at Maulmain, when the license draft of pilot of the *Margarita* was reduced to 18 feet for 3 months; and the license of pilot of the steam tug *Ava* was suspended for six months.]

144. The British iron barque STRATHEARN [of Dundee, 1,101 tons register, official number 73,391], from Melbourne to Calcutta with horses. The vessel, at 7-30 P.M. on the 12th September under pilotage charge, whilst rounding to in Saugor roads for the purpose of anchoring, shot a little too far over to westward, owing to the delay in letting go the anchor, and touched on the ridge of the Long sand, Sandheads. She floated at 9-30 P.M. after being aground for two hours. No damage.

145. The British Indian muchwa TOOREÁVA [of Rái, 5 tons register,

official number 1,005], from Arnála (Thána district) to Bándra with a cargo of vegetables. On the 14th September, when off Utan, Bombay coast, she capsized during a squall, but was afterwards recovered. Damage to muchwa Rs. 40. Cargo lost. The crew saved themselves by clinging to the mast.

146. The British Indian wooden ship CUTCH MERCHANT [of Bombay, 640 tons register, official number 17,846], from Maskat to Calcutta with a cargo of salt, dates and hulwa. At 3-30 P.M. on the 15th September, whilst working up the river Hooghly (under pilotage charge), the wind fell light hauling from S.W. to W.S.W., she missed stays and let go anchor, but before she could be brought up, she tailed the spit of the Hooghly. No damage.

147. The British iron screw steamer MECCA [of Glasgow, 936 tons register, official number 68,059], from Rangoon to Maulmain with a general cargo. At 9-40 A.M. on the 16th September, whilst proceeding up the Salween or Maulmain river (Burma coast) on ebb tide, the vessel grounded in the Lady Clifford channel, owing to the pilot not heeding, or properly observing, the state of the tide denoted on the tide gauge. No damage.

[A Pilot's Court of Inquiry was held at Maulmain, when the pilot's licensed draft was reduced to 14 feet for six months.]

148. The British ship BUCKHURST [of London, 1,877 tons register, official number 82,819], from Cardiff to Calcutta with a cargo of coals. The vessel, in pilotage charge, and in tow of steamer *Challenge*, whilst crossing the Eastern gut, river Hooghly, at 9-30 A.M. on the 21st September, took a heavy sheer for Hooghly point with the helm hard a starboard, but before she could recover herself she brought the steamer on the port beam; both hawsers were let go as the ship recovered and the port anchor was dropped, in swinging tailed the sand below Noorpoor. The anchor was slipped and 45 fathoms chain owing to the windlass being disabled, and being unable to purchase his anchor proceeded down to Diamond harbour and anchored. No damage.

149. The British iron screw steamer COMMILLA [of Glasgow, 549 tons register, official number 73,799], from Akyab to Kyouk Phyou with a general cargo. At 1 P.M. on the 21st September the vessel was entering Kyouk Phyou harbour (Burma coast), and whilst steering the fairway course to pass the Reliance buoy touched when abreast the buoy. No damage.

150. The British iron ship PHASIS [of Greenock, 1,490 tons register, official number 81,803], from Madras to Calcutta in ballast. On the 23rd September, the vessel, when about 3½ miles S. by W. of the Eastern channel light-ship, Sandheads, put the helm down to come round, but being dull on her helm, owing to the wind having fallen light, the strong current swept her across the hawse of the steam ship *Fidra*. Trifling damage to ship. Damage to steamer, if any, not reported.

151. The British Indian brig FAIZUR RUBBANEE [of Chittagong, 149 tons register, official number 16], from Narainganj to Chittagong with a cargo of jute. The brig was anchored with 30 fathoms of chain above Kata khali (Kornafuli river, Chittagong coast), on the afternoon of the 23rd September when the S. S. *Commilla* dropping down with ebb tide struck her with her (the steamer's) bow; the brig slipped anchor and was beached to keep her from sinking. The brig's cargo was damaged to the extent of Rs. 6,000. Considerable damage to brig, value not reported. No damage to *Commilla*. No loss of life. (It was reported that as the brig was so old and rotten it was doubtful if she was worth repairing.)

[A special Court of Inquiry appointed under section 4 of Act IV of 1875 (The Indian Merchant Shipping Act) was held in the Magistrate's Court, Chittagong, on the 2nd February 1882 to investigate the circumstances attending the above collision. The opinion of the Court was that the steamer was coming down the river, more or less broadside on, and that she was unmanageable owing to her being slowed down to the utmost in order to await mails and passengers. In thus backing and filling, she got so near to the brig *Faizur Rubbanee* that her Captain, finding the strong tide was sweeping him down, and he would foul the brig, put his engines hard astern, but it was too late, and the steamer struck the brig. The Court considered that Captain Bulkeley acted rashly in backing and filling like this with such a long steamer, and that he would have been more prudent had he steamed out at the last of the flood and waited outside for his mails. After the accident he appears to have done

all that lay in his power to assist the brig and save her and her cargo. There was much excuse for Captain Bulkeley in the fact that his steamer was liable to a heavy penalty if she were to lose the Calcutta mail; and if he had anchored outside the bar and waited there, it would have been a very long and in fact a dangerous, pull for the boat to bring down the mails and passengers, being the south-west monsoon. The Court considered that Captain Bulkeley acted in over zeal, and observed that it was difficult to come to a decided conclusion as to the facts after so long a time had elapsed. Captain Bulkeley was now on another vessel, and he was not able to call any witnesses, as the officers who were with him on the *Commilla* at the time are on various other ships now, and he could therefore only give his own unsupported statement.]

The Commissioner of the Chittagong Division, in forwarding the proceedings of the Court to the Bengal Government, observed that the Captain was deserving of censure for his rashness, but did not consider that his conduct was deserving of any severer notice.

The Lieutenant-Governor of Bengal, in acknowledging the above communication, remarked that owing to the length of time which had elapsed between the accident and the Inquiry, the Court, no doubt, experienced considerable difficulty in getting full and accurate evidence on the subject of the collision. After making every allowance for this difficulty, however, the Lieutenant-Governor was constrained to observe that the investigation was very far from thorough. The law gives power to the Court to secure the attendance of witnesses, but although a strong doubt was expressed as to the truth of Captain Bulkeley's statement, no member of the crew of the *Commilla* was examined. The evidence of one of the owners of the *Faizur Rubbanee*, who happened to be on board at the time of the collision was taken, and two of the crew were questioned, but their statements had not been recorded. Having regard, however, to all the facts elicited by the Court, the Lieutenant-Governor cannot doubt that the collision was to be attributed to the rashness of the Commander of the *Commilla*, who, as the Court found, took his vessel down the river when crowded with shipping in a manner in which he could not have proper command of her. In Sir Ashley Eden's opinion, Captain Bulkeley's conduct was deserving of censure.

152. The British iron screw steamer ST. GOTHARD [of South Shields, 1,057 tons register, official number 81,969], from Calcutta to Antwerp with a cargo of wheat. On the morning of the 30th September whilst turning the vessel above Camperbatches point near Garden Reach, river Hooghly, her rudder fouled the Lower College sand buoy, and the vessel having too much way, her stern touched the bank at Camperbatches point. No damage. (Caused by eddy tide.)

OCTOBER 1881.

153. The British iron screw steamer MAHARAJA [of Liverpool, 1,666 tons register, official number 81,268], from Cocanada and Masulipatam to Calcutta with a general cargo. At 5-50 A.M. of the 1st October, whilst proceeding up the river Hooghly under pilotage charge, a fog suddenly came off the land from the northward, the engines were slowed, and after proceeding a short distance the vessel shoaled into 4 fathoms; the engines were then reversed full speed astern, but she took the ground just below Hospital point near Diamond harbour. She floated at 3-30 P.M. after being aground for nine hours. No damage.

154. The British iron screw steamer AFRICA [of Glasgow, 1,318 tons register, official number 68,108], from Calicut to Badagara with a general cargo. The vessel, after leaving Calicut, intended calling at the port of Badagara, which lies between Calicut and Tellicherry. She weighed anchor at 10-30 on the morning of the 1st October at Calicut and commenced steaming slow ahead. Ten minutes afterwards she was in $6\frac{3}{4}$ fathoms, with the Calicut light bearing E. by S., the course was then set at N. 37° W. by standard compass, and she went full speed in this instance about $6\frac{1}{2}$ knots an hour. The master left the bridge at 1 A.M. and gave the 2nd officer verbal instructions to keep the ship in or out a little, but not beyond 9 fathoms, nor inside 7 fathoms, and to keep the lead going and let him know any alteration in the course, and also to heave the log at 2 o'clock. At 3-15 A.M. she struck on the Cotta reef, about W. by N. from Cotta point, Malabar coast; the master woke by the ship bumping, and

on getting on the bridge found the engines had been reversed and just stopped. Ship bumping, endeavours were made to get her off by working the engines and by jettisoning a quantity of copra, some bags of grain, and some large casks of oil, but without success. Subsequently 1,000 tons of the cargo were landed at Tellicherry in boats. The British India Steam Navigation Company's S. S. *Byculla* arrived from Bombay with about 200 hands on board, and the S. S. *Sirdhana* from Galle with divers and pumps for the scene of the accident. The *Africa* ultimately floated off on the 11th October, and after being patched up at Tellicherry, she was taken to Bombay in tow of the *Colaba*. About 30 plates in her bottom were set in and badly cracked, necessitating her being docked in the Government Dock, Bombay, for the purpose of the plates being replaced. A portion of her cargo was jettisoned and a considerable quantity damaged; value not known. Crew 78 men, and 13 passengers. No loss of life.

[A special Court of Inquiry under the provisions of section IV of the Indian Merchant Shipping Act, 1875, was held at Calicut on the 31st October to investigate the cause which led to the stranding of the *Africa*. Taking the Captain's evidence and the Captain's written instructions for the guidance of the officers of the ship and signed by them together, the Court was of opinion that the 2nd officer should have hove the log at 2 o'clock A.M. and have informed the Captain of the result; that he should have been careful to keep the lead going, and that he should have reported to the Captain immediately he considered it necessary to alter the course. Instead of obeying these instructions, the 2nd officer did not heave the log at 2 o'clock A.M., because it was hazy and he was afraid to leave the bridge. But he altered the course at 2 o'clock, notwithstanding the so-called haze, from N. 37° W. to about N. 32° W., and did not report it to the Captain, which course was then kept until the *Africa* stranded. The man at the wheel asserted that the course was twice altered by the 2nd officer. The course started with, by his compass, was N. 35° W.; at 2 o'clock A.M. it was changed to N. 28° W.; and at 2-30 A.M. to N. 20° W. The Court observed, however, from the official log, that this witness told the Captain, immediately after the accident, that he kept the original course the whole way from Calicut, which was a palpable falsehood. The Court was not inclined to attach much weight to his statement, or indeed to the statements of any of the seaconnies then on duty. Just before grounding, the 2nd officer ordered the helm to be put hard a starboard, which he said turned the ship round one point. The Cotta reef is of laterite formation, covered in some places with mud and sand. Between 2 and 3 miles south of where the *Africa* grounded, the Captain found 6 fathoms of water. The *Africa* was drawing 19 feet. In her apparent course, that is on a line with her three masts, only 3 fathoms could be found. The result of the grounding was that she was materially damaged; but the exact extent of the damage was not known. The Court considered that neither the Captain nor the 3rd Engineer on duty was to blame, and acquitted these officers accordingly, and handed the Captain back his certificates. In regard to the 2nd officer, the case was otherwise. It was a clear morning, the coast line was easily discernible all along, the sea was smooth, and there was no wind. Under these circumstances, if the 2nd officer had only exercised ordinary diligence, the casualty would have been avoided. Instead of this, the Court found him grossly careless and disobedient of orders; and after making all due allowances for him, the Court felt constrained, not merely to suspend, but to cancel his certificate.]

155. The British wooden ship NEWMAN HALL [of St. John's, New Brunswick, 1,524 tons register, official number 72,216], from Calcutta to Antwerp with a cargo of wheat and seeds. At 12-15 P.M. on the 5th October, whilst proceeding down the river Hooghly in pilotage charge, and in tow of tug, touched very slightly on crossing the bar of the Gaspar. No damage.

156. The British iron ship ŒNONE [of Liverpool, 1,437 tons register, official number 70,971], from Chittagong to Dundee with a cargo of jute. On the 5th October, whilst being towed out at night, grounded off the Middle red bar buoy, Kornafuli river, Chittagong coast. She remained aground for 24 hours. No damage. (The casualty was caused by want of judgment on the part of the pilot).

157. The British Indian muchwa DARIA DOWLUT of [Surat, 7 tons register, official number 120, age 53 years], from Broach to Gogha with a cargo of

cotton seed. At 10 A.M. on the 12th October struck on a sand bank between Khutpore and Umbheta, Narbada river, Gulf of Cambay. Damage Rs. 30. Cargo all lost, value Rs. 223. No loss of life.

158. The British iron screw steamer BOOLDANA [of Glasgow, 2,187 tons register, official number 82,316], from Calcutta to London with a general cargo. At 6-30 A.M. on the 13th October, whilst getting the vessel in a position to turn between the Centre and Lower College sand buoys, river Hooghly, she went over the Centre buoy. No damage to buoy or steamer reported.

159. The British iron screw steamer MURIEL [of Middleborough, 885 tons register, official number 77,231], from Chittagong to Cochin with a cargo of rice and paddy. On the afternoon of the 18th October the vessel broke her sheer when dropping down the Kornafuli river (Chittagong coast), and grounded on the mud flat about 300 yards S. by E. of the Ring buoy; she came off at 9 P.M. after being aground for 7 hours. No damage. (The master was fined Rs. 500, under section 3 of Act IV of 1875, for not reporting the casualty.)

160. The British iron screw steamer EASINGTON [of West Hartlepool, 1,135 tons register, official number 81,524], from Calcutta to London with a cargo of wheat. On the 20th October the vessel was proceeding down Garden Reach, river Hooghly, in pilotage charge, and whilst passing the steamer DUKE OF SUTHERLAND, inward bound, with the helm a little a port, and when clear of her the order was given to steady the helm, but there being some momentary hitch in the steam steering apparatus, the EASINGTON'S head slightly touched the northern bank. No damage.

161. The British iron ship STAR OF GERMANY [of Belfast, 1,284 tons register, official number 63,949], from Calcutta to London with a general cargo. At 1-30 P.M. on the 20th October, whilst proceeding down the river Hooghly in pilotage charge, and in tow of *Hunsdon*, the ship took the ground in the lower part of the Jellingham channel. She got off with the rising tide at 5-30 P.M., and was anchored off Kedgeree. No damage.

162. The British iron tug steamer HUNSDON [of Calcutta, 275 tons register, official number 49,328], from Calcutta to Sandheads. On the morning of the 20th October, whilst being turned, fouled a Maldivian boat lying in the stream at anchor off the northern bank, about a quarter of a mile below Garden house, Garden reach, Hooghly river. No damage to steamer. Damage to boat, if any, not known. No loss of life.

163. The British iron screw steamer PEARL [of Bombay, 366 tons register, official number 31,021], from Jiddah to Bombay in ballast, and 244 passengers (return pilgrims). On the 20th October, when 25 miles north of Hodeïdah, Red Sea, the after cylinder cover and crank bolts were broken, and the vessel put back to Jiddah for repairs. In December the vessel, when in latitude 18° 12′ N., and longitude 61° 9′ E. (Arabian Sea), having run short of coals, burnt 'tween decks, two boats and sundry other things belonging to the ship, and put into Maskat. Damage Rs. 3,000. On the 22nd December 170 of the pilgrims were shipped on board the Mail Steamer for Bombay. The *Pearl* was surveyed at Maskat by the Officers of H. M.'s S. *Dryad*, and she left for Bombay with the remaining pilgrims on the 23rd December. No loss of life.

164. The British wooden ship ANGLO-AMERICAN [of St. John's, New Brunswick, 1,533 tons register, official number 72,265], from Liverpool to Calcutta with a cargo of salt. The vessel, in charge of an Assistant Harbour Master, was lying at single anchor, on the 22nd October, abreast of the new mills and jetty at the lower part of Garden Reach, river Hooghly, when she was fouled by the *Prince Oscar*. Every immediate precaution was taken by the officers and crew of the *Anglo American*, and thus the collision was prevented from being much more serious. The *Anglo American's* port hawse was broken and port bow damaged, value not reported. No cargo lost. No lives lost.

[As some damage not of a material character resulted, and the *Prince Oscar* returned to Calcutta for repairs, and especially as the agents of the ship also wished for an enquiry, and as Mr. Goodwyn had attributed blame to the master of the tug, a Committee appointed by the Port Officer, Calcutta, met at the Port Office, on the 28th October, to enquire into the circumstances which led to the cause of the above collisions. The Committee, after well weighing the evidence elicited from the several witnesses, were of opinion that the primary cause of the collision was the parting of the starboard hawser; that the delay in shipping the port hawser promptly rendered the collision of

the *Prince Oscar* with the *Anglo American* more probable. The Committee remarked that they could realize the danger of letting go a hawser with a wire pennant, but no attempt seemed to have been made to cut it, either on board the ship or the steamer. They considered Mr. Goodwyn should have let go his second anchor, and thereby have used every means to avoid colliding with the *Anglo American*.]

The Port Officer, in forwarding to the Government the proceedings of the Court, remarked that the hawser would not have parted if the ship had not been going too fast through the water at the time the pilot began to turn, and Mr. Goodwyn should not have turned out until the ship was going at a proper rate of speed. It is not stated by him that the tug disregarded his orders, and he has full control over her movements. He should have observed that she was going too fast, as he stated in his explanation before he commenced the evolution. There was a proper distance between the vessels when "the *Prince Oscar* began to turn." The Port Officer considered "Mr. Goodwyn deserving of a reprimand and caution."

The Lieutenant-Governor of Bengal having carefully considered the case arrived at the conclusion that "the collision was to some extent accidental, and that Mr. Goodwyn, the pilot in charge of the *Prince Oscar*, was not deserving of very serious censure, though he was liable to blame for his want of caution in turning at too high a speed, and for his neglect of due precautions in not lowering his second anchor in order to avoid the collision after the hawser had parted."

165. The British iron ship PRINCE OSCAR [of Liverpool, 1,292 tons register, official number 51,403], from Calcutta to London with a general cargo. At 7-30 A.M. on the 22nd October whilst turning the ship in Garden reach, in tow of steamer *Electric* to proceed down the river Hooghly, the following accident occurred. After passing the hawsers to the ship, the steamer was ordered to starboard her helm and go round dead slow, but seeing that she was going at almost half speed, the pilot again hailed "dead slow," and finally "stop her." The *Prince Oscar's* helm was at the same time put hard-a-starboard, and the *Electric* thus handled could not recover herself, but swept right round and struck the *Prince Oscar* on the port quarter, breaking a bulwark plate; the starboard hawser parting at the same time. The *Prince Oscar* being half across the river, the starboard anchor was let go and cable veered to bring her up, but in swinging to her anchor her stern unfortunately struck the port bow of the ship *Anglo American*, thereby doing considerable damage to the stern of the *Prince Oscar*. At the Captain's request the vessel dropped up the river to her moorings at Garden Reach, and was detained in port for six days. No damage to tug *Electric* reported. No loss of life.

166. The British iron ship BENGAL [of Liverpool, 1,296 tons register, official number 62,040], from Calcutta to New York with a general cargo. On the 23rd October, whilst proceeding down the Jellingham channel, river Hooghly, under pilotage charge, and in tow of tug *Court Hey*, at 3 P.M. she grounded a little above the nun buoy in 3½ fathoms, the hawsers parted, and the vessel slewed with her head to the eastward. At 6-15 P.M. she floated, passed hawsers and towed down into anchorage. No damage.

167. The British iron ship HARTFELL [of Liverpool, 1,224 tons register, official number 48,832], from Liverpool to Chittagong with a cargo of salt. At 6-20 P.M. on the 24th October, in attempting to sail in, the wind failed, and the anchor was let go; the pilot sheered her in hopes of deepening water when the vessel took the ground off the Middle red buoy, Inner bar, Kornafuli river, Chittagong coast. On the morning of the 25th, after dropping up, she again grounded, but floated after being aground for 2½ hours. The vessel in swinging to the tide passed over her anchor. No damage.

168. The British iron ship NAGPORE [of Liverpool, 1,209 tons register, official number 47,570], from Liverpool to Chittagong with a cargo of salt. At 1-10 P.M. on the 24th October the vessel was attempting to sail in when the wind failed, the tide was ebbing, and she grounded at her anchor (which was at once let go on wind failing) abreast Jooldeah flagstaff, Kornafuli river, Chittagong coast. No damage. (The master was fined Rs. 500 for not having reported the casualty.)

169. The British Indian schooner KUTHBALUM [of Pámban, 38 tons register, no official number, not classed], from Negapatam to Trincomalee in

ballast. At 3 A.M. on the 25th of October, whilst the brig *Shah Allum* was getting underweigh in Negapatam roadstead (Coromandel coast), she fouled the *Kuthbalum*, lying at anchor. Damage to schooner Rs. 750. No loss of life. (The casualty was caused by want of care on the part of the master of the *Shah Allum*, who appears to have tripped his anchor before his vessel had sail set.)

170. The British iron screw steamer ABYSSINIA [of Glasgow, 713 tons register, official number 60,356], from Zanzibar (?) to Bombay with a general cargo. At 6-40 A.M. on the 26th October, whilst proceeding out of Quilimane river (East coast of Africa), she grounded about 2 miles inside the bar. About 5 feet of stern post and 5 feet of keel between outer and inner stern post carried away. No damage to cargo. No loss of life. (This accident was attributed to the shifting of banks and to want of buoys.)

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171. The British iron screw steamer ETHIOPIA [of Glasgow, 1,314 tons register, official number 68,120], from Kárwar to Calcutta, *viá* Coast ports, with a general cargo. At 8-40 P.M. on the 5th November, the vessel hauled in before getting the light on the proper anchoring bearing on entering the port of Mangalore (Malabar coast), presumably with too great a speed, when she suddenly struck on the bar. The engines were at once reversed full speed, but the vessel was immoveable. After several vain attempts at night to get her off, she got the S. S. *Chindwara*, which arrived early the following morning, to endeavour to extricate her from her perilous position, but all efforts were unsuccessful. After 70 tons of ballast were discharged, attempts were again made by the steamer at the night flood tide to float her, but they proved a failure. On the 7th more cargo and ballast were discharged, in all about 200 tons, and the *Chindwara* again commenced to tow the *Ethiopia* and finally succeeded in floating her. On the 8th she was surveyed by the Port Officer, and as it appeared that she had not sustained any serious damage, she was permitted to proceed on her voyage. No cargo lost. No loss of life. (The anchorage should have been approached with extreme caution at night, owing to the chance of wrong soundings being given in the dark.)

172. The British Indian mahangiri LAXMIPRASAD [of Rái, 18 tons register, official number 992, age 21 years], from Belápur to Trombay with salt valued at Rs. 1,345. On the 5th November the vessel was laid up in Carawa-suza creek near Belápur (Bombay coast), and the bottom being hard her planks loosened and caused leaks. She was, however, very slightly damaged. Cargo worth Rs. 905 was lost. No loss of life.

173. The British Indian mahangiri SURYABANA [of Urún, 23 tons register, official number 1,918], from Olibhendi salt pans to Karanja (Bombay coast), with a cargo of salt, was swamped in the Karanja creek, Bombay harbour, during a storm which occurred on the 6th November. She was afterwards recovered. Damage to mahangiri Rs. 60. Cargo lost, value Rs. 70. The crew swam ashore.

174. The British iron paddle steamer OUDH [of 283 tons register, belonging to the River Steam Navigation Company, Limited, Calcutta], from Assam to Calcutta. On the night of the 7th November the vessel was being brought up the river Hooghly, and when about a mile below Budge-Budge, a Native passenger boat tried to cross the steamer's bows, the *Oudh* endeavoured to clear her by backing astern, but on account of the strong spring ebb she could not clear, when the steamer fouled and sunk her. No damage to steamer reported. No cargo on board. One life lost from the passenger boat. The *Oudh* was an inland service vessel and had no pilot on board. (Casualty caused by the boat persistently crossing the steamer's bows.)

175. The British Indian padow BHAWANI PRASAD [of Bulsár, 26 tons register, official number 709, age 7 years], from Raphála (Guzarát) to Bombay with stones. On the night of the 13th November she was driven by the force of the wind on to a rock off Chikhli bandar, Bombay coast. Damage to padow Rs. 75. Cargo all lost. Crew 7 men. No loss of life.

176. The British iron ship HARTFELL [of Liverpool, 1,224 tons register, official number 48,832], from Liverpool to Chittagong with a cargo of salt. On the 20th of November the ship was lying at anchor in the Kornafuli river,

when the French barque *Intimes*, whilst dropping down the river, came into collision with her, but no damage was done beyond cutting a few ropes to get the barque clear. (The cause of this accident was attributed to the crew of the French vessel having refused to put out chain on Sunday.)

177. The British iron barque JOHN DAVIE [of Greenock, 1,013 tons register, official number 72,419], from Chittagong to Dundee with a cargo of jute, valued at Rs. 1,76,000. At 9-30 A.M. on the 25th November, when off the Norman point lights, Kornafuli river, Chittagong coast, the vessel took fire. Cause unknown. The *John Davie* was seriously injured, value not known, but it was reported that a large sum would be required to be expended to render her again seaworthy. The whole of the cargo was damaged. Crew 23 men. No loss of life.

[A special Court of Inquiry was held under Act IV of 1875 at Chittagong in the Joint Magistrate's Court, from the 12th to 14th December, to enquire into the burning of the above ship. The Court came to the conclusion that the condition of the ship and cargo was in every way good; that the fire could not possibly have arisen from spontaneous combustion, and that it certainly did originate in the aftermost part of the 'tween decks, that is to say in the lazarette. All the evidence pointed to one conclusion, namely, this:—that the steward first knew of the fire, and he attempted to conceal the fact till it could not be kept hidden. There was every reason to suppose that the fire was accidental, arising from some accident in the lazarette which the steward would not disclose. There was no reason whatever to suppose that it was an incendiary fire. The Court found that every precaution and care was taken in loading the ship, to prevent fire, and Captain Taylor did everything in his power to save ship and cargo after his arrival on the scene.]

178. The British Indian mahangiri JAYAWANTI [of Thána, 18 tons register, official number 4,884, age 16 years], from Trombay to Thána with a cargo of salt. On the 26th November, whilst tacking, the craft struck on a rock owing to the force of the tide, near Bhándúp creek, Salsette, Bombay harbour. The stern of the craft sank below water while the bow was supported on the rock. No damage to mahangiri. Cargo worth Rs. 430 was lost. No loss of life.

179. The British iron screw steamer EMPRESS OF INDIA [of Calcutta, 1,392 tons register, official number 49,315], from Jiddah to Bombay, in ballast, and 1,000 pilgrims, passengers. At 2 A.M. on the 29th November, when about 120 miles eastward of Aden, in latitude 13° 2′ N., and longitude 47° 10′ E. (Gulf of Aden), the boilers became very leaky, owing to the tube plates bulging out and stay tube nuts being all off. (Caused by want of thorough repair.) No damage to hull or cargo. No loss of life. (The *Empress of India* put back to Aden, and permission was granted by the Political Resident at Aden to the agents of that vessel to charter the *Largo Bay* to convey the pilgrims to Kurrachee and Bombay, although the vessel was not fully equipped in accordance with the Native Passenger Ships Act.)

180. The British iron ship CHILDERS [of Liverpool, 896 tons register, official number 90,877], from Calcutta to New York with a general cargo. At 2-35 P.M. on the 30th November the vessel was proceeding down the river Hooghly under pilotage charge, and when in the act of turning from the westward about a quarter of a mile above the tripod in the Bellary channel, her stem took the mud flat for about 20 minutes. No damage.

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181. The British composite Colonial steamer SERENDIB [of Colombo, 255 tons register, official number 31,086, age 10 years], from Colombo to Jaffna with a general cargo. At 10-40 A.M. on the 3rd December, the vessel was being piloted through the Pámban (Gulf of Manár) under the directions of a licensed pilot, and had cleared the Sand bank channel, and was proceeding to enter the Reef channel, when she took a sheer against her helm and she grounded, the Pámban light and Gib's monument in transit, Cable house S.E. by E. ½ E. Immediately the vessel took the sheer the engines were reversed full power and the main trysail hauled out to try and keep her head straight. No damage. Crew, 48 men, and 62 passengers. No loss of life. (The casualty was unavoidable.)

182. The British Indian boat (no name) [of Jagadananda (Noakhali), tonnage not known], from Ray Dhan Abu Toraps khal to Shabazpur with 56

passengers. At about 1 P.M. on the 4th December, when in the Jalchira river, Megna, Sunderbuns, the boat being overladen, capsized. She was afterwards recovered. No damage to boat. About Rs. 50 worth of the passengers' beds &c., was lost. Six lives lost.

183. The Italian wooden barque GIOVANNI MOGLIA [of Genoa, 541 tons register, official number 1,869] from Liverpool to Chittagong with a cargo of salt. At 11-30 A.M. on the 7th December, whilst dropping up the Kornafuli river, near the red buoy, Sealjulna creek (Chittagong coast), she got out of channel to westward of the buoy and took the ground. She kedged off at high water. No damage. (Casualty caused by the mistake of the pilot.)

184. The British iron screw steamer SHERBORNE [of London, 1,054 tons register, official number 77,033], from Cardiff to Colombo with a cargo of coals. At 5 P.M. on the 12th December, when in latitude 19° 51′ N., and longitude 39° 0′ E. (Red Sea), the high pressure piston was broken. Cause unknown. No damage to hull. No loss of life.

185. The British iron screw steamer ST. COLUMBA [of Liverpool, 1,442 tons register, official number 84,065], from Calcutta to Barrow with a cargo of jute. On the morning of the 12th December she was proceeding down the river Hooghly in pilotage charge, and when off Pookooreah point the steam steering gear carried away; the steamer was under the influence of the port helm at the time, and though the engines were almost immediately reversed, she grounded a little below the point. The vessel remained aground for four hours, but came off when the flood made. No damage.

186. The Portuguese Native padow RUPAREL [of Diu, 16 tons register, official number 3,619], from Diu to Bándra (Salsette) with a cargo of fish. On the night of the 14th December the padow was driven on to a rock by the force of the tides, about a mile off the Bándra creek, Bombay harbour. Damage to padow Rs. 350. Cargo Rs. 470. The crew were saved by the aid of the toney attached to the padow.

187. The French iron barque NATIONAL [of Hâvre, 753 tons register, official number 2,948], from Mauritius and Bourbon to Chittagong. On the evening of the 16th December the vessel was proceeding up the Kornafuli river (Chittagong coast), and whilst passing the Jooldea Lower red buoy, she would not answer her helm readily on account of the eddies at that place, in consequence of which she sheered on the bank against her helm, and was aground for an hour and a half. No damage.

188. The British iron screw steamer ARRATOON APCAR [of London, 1,392 tons register, official number 68,524], from Calcutta to Hong-Kong with a general cargo. On the 17th December the vessel, whilst proceeding down the river Hooghly under pilotage charge, came into collision with a flat in tow of the river steamer *Mysore*, also proceeding down the river, off Camperbatches point. Very slight damage to the roofing of the flat. The *Arratoon Apcar's* starboard quarter-boat was stove in and the after accommodation ladder, with all its fittings, carried away. The flat *Bishnath* had a cargo of railway iron, and was bound to Dibrughar, Assam. No loss of life.

189. The British iron screw steamer BRETWALDA [of Newcastle, 1,913 tons register, official number 83,917], from Port Said to Calcutta in water ballast. At 6 A.M. on the 20th December, when in latitude 10° 25′ N., and longitude 56° 10′ E. (Arabian Sea), she met with an accident to her machinery. Cause unknown. No damage to ship. She put back to Aden for repairs.

190. *See note No. 163 (Casualties.)*

191. The Native ganja LUKHMIPUSSA [of Cutch, 104 tons register, no official number or class, age about 9 years], from Bombay to Cochin with a general cargo. At 3 P.M. on the 22nd December, whilst steering along Vypeen shore to keep out of the strength of the ebb tide, carrying soundings 15 feet and over, the vessel suddenly shoaled to 10 feet, and she touched a sand bank very slightly when about 200 feet from the shore, Inner harbour, Cochin (Malabar coast), the flagstaff bearing S.E. by S. No damage to vessel or cargo. No loss of life. (This casualty was unavoidable, as the existence of the sand bank was not known to the pilot.)

192. The British iron screw steamer MAHARAJA [of Liverpool, 1,666 tons register, official number 81,268], from Cocanada to Calcutta with a general cargo. On the 24th December, at 10 A.M., the vessel, whilst proceeding up the

river Hooghly under pilotage charge, was run into on the starboard side, a little abaft the main rigging, by the S. S. *Kate*, thus denting in certain plates and angle-iron above and below deck. The accident occurred on the western side of the channel, abreast or a little above the Centre Western Bellary buoy. In clearing after the collision, the break of the *Kate's* forecastle took the *Maharaja's* after davits, carrying them and the quarter-boat away. Value of damage to *Maharaja* Rs. 760. Damage to *Kate* Rs. 430. No cargo lost. No loss of life.

[A Court of Inquiry was held at the Port Office, Calcutta, from the 28th to 30th December, to enquire into the cause of the above collision. After due consideration of the evidence, the Committee was of opinion that the collision between the steamers the *Maharaja* and the *Kate* was caused by the *Kate* not keeping an easterly track from the Huldea beacon buoy, after having shown the *Maharaja* she had taken up that position. The *Maharaja*, after passing the Huldea beacon buoy, steered to the westward of the *Kate*, became the overtaking vessel, and was passing her. There being ample room for both vessels, the *Kate* should not have forced the *Maharaja* to the westward, and in close proximity to the Centre Western Bellary buoy. Here the Committee considered Mr. Bellew was in error, in that, being in the overtaking vessel, and finding so little room left him to pass, he did not ease until too late to avoid collision, but he was justified in trusting he would be allowed a free channel. The Committee regretted that they could place no confidence in the evidence of the Commander of the *Kate*.]

The Port Officer, in forwarding to the Government the proceedings, with correspondence on the subject, remarked that the opinion of the Committee was that the collision was caused by the *Kate* not keeping an easterly track, or, in other words, by her not keeping to that side of the channel which lay on her starboard hand; that the *Maharaja* was an overtaking ship, and, as such, bound to avoid the overtaken vessel, although at the time she was half her length ahead of the *Kate*; and that the pilot of the *Maharaja* had reason to expect room would be left for him to pass clear. There was a lamentable conflict of evidence on the part of the different ships, so that the simplest facts are controverted, and it amounts to absolute untruth on one side or the other. The *Maharaja* passed the *Kate* on the side she should have done, and had a right to expect that sufficient room would be left for her to pass. As the channel was there 700 yards wide between the buoys, the *Kate* had no excuse if it was shown that she did not have room enough. The case for Mr. LePatourel was that enough room was left, and that the collision would not have happend had the *Kate* not starboarded just before the collision, while Mr. Bellew asserted he passed as near as was safe to the Central Bellary buoy on the west side of the channel, and that the collision was brought about by the *Kate* edging down on to him. It appeared to the Port Officer probable, on the whole, that Mr. Bellew's statement of the distance (50 or 60 yards) at which he passed the Western Centre Bellary buoy was proved to be correct, and that was as near as he could go safely without risk of fouling the buoy. He (the pilot) then appears to have steered for the Upper Western Bellary buoy—a correct course to pursue. At this time the steamers were much nearer than was prudent, and the *Kate* by porting slightly, could have increased the distance, while the *Maharaja* being near the line of the Western buoys, would have had to leave the channel to do so. Without concurring in the opinion expressed by the officers of the *Maharaja*, that the *Kate* was endeavouring to prevent the *Maharaja* passing, for that ship was already practically ahead, the Port Officer considered that Mr. LePatourel was to blame for not keeping the proper starboard side of the channel, and thereby bringing his ship dangerously close to the *Maharaja*. The immediate cause of the collision was, the *Maharaja* putting her helm a starboard with a view of increasing her distance from the *Kate*, the immediate result of which was to bring her starboard quarter in violent contact with the *Kate's* bow, although the ships' heads would be thereby separated. With two ships running close together, side by side, the distance must be increased very cautiously, or this result is likely to happen. It appeared it would not have been judicious for the *Maharaja* to slow down at the last moment; her best chance of avoiding collision was to go on; the blow at any rate was thereby decreased. It is held that a wrong manœuvre

executed like this at the last moment, and in consequence of previous wrong-doing of the other vessel, does not relieve the original wrong-doer of the responsibility. The Port Officer considered that Mr. LePatourel had committed a grave error, and should receive a severe censure from Government. It appeared from the evidence that a short time previously, at the time the *Maharaja* was trying to pass the *Kate* on the starboard or east side, the *Kate* was keeping so close to that side, her proper side, that the former vessel could not pass, but had to drop astern and come up to pass on the other side. There appeared, thus, the less reason why the *Kate* should afterwards cross to the west side. As there appeared to be some room for difference of opinion as to when an overtaking vessel ceases to be an overtaking vessel, and when the rules for crossing vessels come into force, the Port Officer proposed to issue the following order for the Hooghly, as an extra rule for the guidance of pilots, as permitted by Act 25 of the Order in Council of 14th August 1880, Calcutta Government Notification of 4th February 1880 :—" A ship ceases to be an overtaking ship on coming abreast of the overtaken vessel, gangway to gangway."

193. The British iron screw steamer JEDDAH [of Singapore, 993 tons register, official number 67,990], from Singapore to Rangoon in ballast. At 6-15 A.M. on the 25th December the vessel stranded on the spit sand, entrance to Rangoon river, Eastern Grove light-house, bearing N.N.E., Burma coast. The vessel was aground for nearly 23 hours ; she sustained no material damage. No loss of life. (The casualty occurred through an error of judgment on the part of the master, and in using an incorrect chart.) No Court of Inquiry.

194. The British iron screw steamer DUKE OF BUCCLEUCH [of London, 1,963 tons register, official number 68,226], from London to Calcutta with general cargo. On the 25th December, whilst turning the vessel's head to tide at the lower part of Garden Reach, Hooghly river, she went on slow ahead and when athwart the river, the anchor was dropped, and she went full speed astern. After she had gathered sufficient sternway, she was stopped, and the order had just been given to go on slow ahead, when she grounded on the flat for about half an hour. No damage.

195. The British Indian mahangiri SOWARI [of Thána, 20 tons register, official number 3,716, age 17 years], from Gandari (sub-port of Kalyán) to Bombay with a cargo of grass. At midnight, on the 27th December, when off Kanee in the Kalyán creek, Bombay harbour, she struck on a rock caused by a gust of wind, and capsized. She was afterwards recovered. No damage. Cargo worth Rs. 200 lost. The crew, 9 men, were saved by the toney attached to the vessel.

196. The British Indian battalla RUPAREL [of Surat, 26 tons register, official number 124, age about 46 years], from Olibhendi (Karanja creek) to Surat with a cargo of paddy, valued at Rs. 1,275. At 8 P.M. on the 27th December, the battalla, whilst being poled along by bamboo sticks, in order to get into deep water, struck on Kolyachi-dhar rock near Owra, Bombay harbour. Damage to battalla Rs. 320. Cargo Rs. 500. No loss of life.

APPENDIX.

METEOROLOGICAL OBSERVATIONS AND NOTES ON THE WEATHER EXPERIENCED AT THE PRINCIPAL PORTS IN INDIA AND BURMA DURING THE YEAR 1881.

ADEN.*

Year 1881.	Read at 10 A.M. and 4 P.M. — Barometer. (Mean.)	Barometer. (Mean.)	Attached Thermometer. (Mean.)	Attached Thermometer. (Mean.)	General direction of wind.	Wind rate. (Miles per day.)	Rainfall (in inches).	Amount of Cloud. 0 to 10. A.M.	Amount of Cloud. 0 to 10. P.M.	State of the Sea.	Remarks: (Particularly regarding the state of the Atmosphere and notes on cyclonic storms.)
January	30·262	30·170	75°4	79°5	E.N.E., East and S.E.	339·74	1·040	7·96	5·40	Calm . 17 days Rough . 14 ,,	A few drops of rain fell at 10 A.M. on 26th.
February	30·170	30·053	77·8	82·2	East, E.N.E., and N.E.†	331·60†	0·000	6·53	4·60	Calm . 18 ,, Rough . 10 ,,	A few drops of rain fell at 8 A.M. on 19th.
March	30·164	30·049	81·2	85·0	Not recorded	Not recorded	0·160	6·67	3·42	Calm . 25 ,, Rough . 6 ,,	A few drops of rain fell on the mornings of the 1st 2nd, 7th and 9th for about half an hour.
April	30·098	29·992	83·8	87·2	Not recorded	Not recorded	0·725	5·70	3·83	Calm . 23 ,, Rough . 7 ,,	A few drops of rain fell at 10-20 A.M. on 18th. On 21st at 1-40 P.M. light northerly breeze with sand storm mixed with rain; 1-45 P.M. wind from N.E. to E.N.E., force 5 to 7, with moderate showers, thunder and lightning; 1-55 P.M. overcast, wind East, force 6, with heavy rain; 2-45 P.M. rain and wind moderating, showery until 5 P.M. Rainfall registered at 6 P.M. 0·600 inches. It rained heavier in camp and for a longer period. The upper tank and six smaller ones were filled. The two largest tanks capable of holding upwards of 4,000,000 gallons each had only 2 or 3 feet of water.
May	30·012	29·900	87·4	91·1	Not recorded	Not recorded	0·000	5·55	4·35	Calm . 22 ,, Rough . 9 ,,	
June	29·924	29·819	89·8	92·2	Not recorded	Not recorded	0·000	5·16	4·20	Rough . 19 ,, Calm . 11 ,,	A volume of dust was observed in the North at 5-30 P.M. on 27th, and crossed the harbour at about 5-45 P.M. The sand travelled first from North to South and to N.W., and altered gradually from N.W. to S.E. During the sand storm the wind was very light; it lasted up to 6-30 P.M., and obscured the sky entirely.
July	29·897	29·779	90·5	94·2	S.E., E.N.E. and variable.	265·41	0·000	5·16	4·80	Rough . 21 ,, Calm . 10 ,,	A sand storm was seen to rise from the North at 4 P.M. on 7th and crossed the harbour at 5-20 P.M. The sand travelled at first from North to South and altered gradually from N.W. to S.E. During the sand storm the wind was very light; it lasted up to 6-20 P.M., and obscured the sky entirely. Slight rain at 10 A.M. on 28th.
August	29·886	29·758	88·1	92·6	Anemometer	under repair	0·000	5·19	4·90	Rough . 20 ,, Calm . 11 ,,	
September	29·970	29·847	91·3	94·4	Anemometer	under repair	0·000	5·23	3·93	Calm . 21 ,, Rough . 9 ,,	At 3 P.M. on 9th a sand storm was visible in the North, and at 3-22 P.M. it crossed the harbour. The whole sky was obscured by a dense volume of sand, and objects were invisible at a distance of 120 yards. Anemometer machine out of order, estimated force of wind about 30 miles. At 3-30 P.M. the wind veered from North to N.N.E.; at 3-45 P.M. the wind veered from N.N.E. to E.N.E., clearing, force of wind about 15 miles. At 4 P.M. clear and calm.
October	30·090	29·988	87·9	91·5	Not recorded	Not recorded	0·035	4·48	4·19	Calm . 25 ,, Rough . 6 ,,	
November	30·129	30·035	82·5	86·3	Not recorded	Not recorded	0·000	5·00	3·93	Calm . 26 ,, Rough . 4 ,,	A few drops of rain fell on the mornings of the 19th and 21st.
December	30·188	30·089	79·5	83·2	Not recorded	Not recorded	0·000	5·93	3·58	Calm . 27 ,, Rough . 4 ,,	
Year	30·066	29·956	84·6	88·3			1·960	5·71	4·26		

* Observations recorded by the Port Officer.

† Mean of 25 days, anemometer out of order.

KURRACHEE OBSERVATORY.

Year 1881.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day.*)	Rainfall (*in inches.*)	Amount of Cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January . .	30·212	30·124	70·0	73·7	S.W.	188·4	0·00	1·18
February . .	30·130	30·055	74·3	76·9	S.W.	214·8	0·08	3·09
March . . .	30·059	29·989	78·7	81·0	West and S. W.	330·1	0·35	1·68
April . . .	29·958	29·890	80·9	82·0	West and S. W.	355·6	4·75	2·18
May . . .	29·852	29·799	88·6	90·1	S.W.	381·4	0·00	0·77
June . . .	29·715	29·667	88·2	89·2	S.W.	471·7	0·04	3·06
July . . .	29·667	29·612	86·9	87·6	S. W. and West.	404·5	1·71	5·01
August . . .	29·721	29·655	83·6	85·1	S. W. and West.	355·2	2·04	6·72
September . .	29·830	29·771	83·9	84·7	S. W. and West.	306·2	1·05	3·50
October . . .	30·004	29·932	83·8	84·7	S.W.	194·4	0·00	1·06
November . .	30·087	30·002	80·2	84·8	W. S. W. and calm.	87·9	0·00	0·17
December . .				Not recorded.				

BOMBAY OBSERVATORY.

Year 1881.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day.*)	Rainfall (*in inches*)	Amount of Cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January . .	30·162	30·059	77·3	83·0	N. E. and North.	240·4	0·00	0·85
February . .	30·148	30·034	78·9	83·0	N.E., N.W. and North.	236·2	0·00	1·04
March . . .	30·100	29·990	82·4	84·2	N.W.	254·2	0·04	0·82
April . . .	30·030	29·914	85·9	86·5	N.W.	285·9	0·00	2·13
May . . .	29·967	29·868	88·2	89·0	West and N. W.	155·0	0·36	2·91
June . . .	29·886	29·816	85·1	85·6	West and S. W.	333·2	15·29	7·32
July . . .	29·855	29·820	81·7	81·9	West and S. W.	492·8	29·47	9·27
August . . .	29·878	29·801	81·4	82·2	West.	388·4	19·06	8·81
September . .	29·969	29·874	82·0	82·4	West.	272·8	4·56	7·53
October . . .	30·036	29·934	83·5	84·9	N.W. N.E. and North.	217·2	4·17	2·44
November . .	30·064	29·961	81·3	84·3	East, N.E. and N. W.	264·2	0·09	3·00
December . .	30·113	30·001	78·4	82·9	N.E., N.W., East and North.	243·8	0·00	1·50
Year .	30·017	29·922	82·2	84·1		282·0	73·04	3·97

RATNAGIRI OBSERVATORY.

Year 1881.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day.*)	Rainfall (*in inches*).	Amount of Cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January . .	30·070	29·959	81·6	82·8	N.W. and West.	Not recorded.	0·00	0·09
February . .	30·059	29·947	80·9	82·2	N.W.		0·00	0·77
March . . .	30·002	29·900	82·5	83·8	N.W. and West.		0·01	0·06
April . . .	29·934	29·829	85·9	86·6	N.W. and West.		0·00	0·38
May . . .	29·884	29·791	88·8	89·5	N.W. and S.W.		0·53	0·69
June . . .	29·828	29·764	84·7	85·3	S.W. and West.		18·59	5·53
July . . .	29·822	29·765	82·3	82·3	S.W.		28·46	6·82
August . . .	29·827	29·759	82·3	82·7	West.		24·84	7·37
September . .	29·901	29·813	81·7	81·8	S.W. and West.		6·45	4·70
October . . .	29·939	29·837	83·0	83·7	N.W. and West.		2·00	1·84
November . .	29·958	29·857	82·7	83·5	N.W. and N.E.		1·18	1·95
December . .	30·011	29·890	86·3	85·1	N.W.		0·00	0·27
Year .	29·936	29·842	83·5	84·1			82·06	2·53

KARWAR OBSERVATORY.

Year 1881.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day.*)	Rainfall (*in inches*).	Amount of Cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January . .	30·129	30·008	77·5	81·8	N.E.	Not recorded.	0·00	0·66
February . .	30·125	30·009	78·1	83·7	N.W.		0·00	1·20
March . . .	30·080	30·002	82·4	85·5	West and N.W.		0·00	1·31
April . . .	30·014	29·900	86·4	88·3	West and N.W.		0·02	2·47
May . . .	29·965	29·875	87·6	89·5	S.W. and N.W.		3·15	4·23
June . . .	29·921	29·855	83·3	83·9	West.		18·45	6·97
July . . .	29·942	29·881	81·6	82·7	West.		27·60	7·08
August . . .	29·936	29·862	80·8	81·9	West.		24·36	7·40
September . .	29·991	29·898	81·0	82·2	West and N.W.		10·43	6·05
October . . .	30·014	29·879	81·2	83·7	West.		3·47	3·09
November . .	30·014	29·911	80·0	83·4	N.W.		9·15	4·48
December . .	30·055	29·948	76·5	84·9	N.E. and N.W.		0·00	0·97
Year .	30·015	29·919	81·4	84·3			96·63	3·82

MANGALORE *

Year 1881.	Read at 10 A.M. and 4 P.M.				General direction of wind.		Wind rate. (*Miles per day.*)	Rainfall (*in inches*).	Amount of Cloud. 0 to 10.		State of the Sea.		Direction and rate of Sea-currents observed.	Remarks.
	Barometer.		Attached Thermometer.											
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)	A.M.	P.M.			A.M.	P.M.	A.M.	P.M.		
January	30·101	29·984	79°·0	81°·7	East and E.N.E.	N.W., W.N.W., and variable.	111·08	0·00	1·70	2·00	Smooth	Smooth	Current very slight.	
February	30·110	29·982	79·6	82·1	Calm, West, and very variable.	West, W.N.W., N.W., and variable.	101·03	0·00	1·89	1·50	Smooth	Smooth	Southerly.	
March	30·072	29·947	82·5	84·2	W.N.W., West, and variable.	W.N.W., West and N.W.	100·61	0·00	2·84	2·32	Smooth	Rough	No current observed.	
April	30·001	29·890	85·5	87·0	W.N.W., West, S.W., and variable.	West, W.N.W., and N.W.	94·78	0·13	3·26	3·16	Smooth	Rough	Southerly.	
May	29·960	29·875	85·7	87·0	W.N.W., West, and variable.	West, W.N.W., and variable.	97·41	3·12	5·32	5·03	Slight swell 10 days Rough 8 ,, Smooth 7 ,, Heavy swell 6 ,,	Rough 25 days Heavy swell 6 ,,	Southerly	Storm at night with rain on 11th; 15th, 16th, 24th, 26th, and 27th thunder with rain; 28th, 30th, and 31st squalls from seaward with thunder and rain at nights.
June	29·932	29·865	79·7	80·6	Calm, W.N.W., and variable.	W.N.W., N.W., and very variable.	75·46	24·12	7·90	8·03	Heavy swell 12 ,, Slight ,, 9 ,, Moderate ,, 5 ,, Smooth 4 ,,	Heavy swell 12 ,, Slight ,, 9 ,, Moderate ,, 5 ,, Smooth 4 ,,	Southerly 18 days Northerly 12 ,,	1st to 16th, 25th to 27th occasional passing squalls with strong winds, thunder and much rain; 17th to 24th, 28th and 29th fine clear weather. Heavy monsoon rain with sky overcast on 30th.
July	29·971	29·910	80·7	81·4	W.S.W., West, and variable.	West, W.N.W., and variable.	82·32	12·89	5·96	7·06	Heavy swell 18 ,, Smooth 12 ,, Rough 1 day	Heavy swell 18 ,, Smooth 12 ,, Rough 1 day	No current observed.	Fine weather with slight rain at intervals on 4th to 7th and 14th to 24th; 2nd to 3rd, 8th to 13th, and 28th to 31st squalls with winds and slight rain. Heavy monsoon rain with strong winds on 1st.
August	29·952	29·871	77·6	78·6	Calm, W.S.W., and very variable.	West, calm, W.N.W., and variable.	76·16	37·65	8·35	8·38	Moderate swell 11 days Rough 9 ,, Slight swell 9 ,, Smooth 2 ,,	Moderate swell 11 days Rough 9 ,, Slight swell 9 ,, Smooth 2 ,,	Southerly	Very heavy rain during this month with squalls and overcast sky from 1st to 25th; fine weather to end of month. On 5th and 6th heavy floods in the river.
September	29·996	29·898	78·7	79·7	Calm and very variable.	N.W., West, W.N.W., and variable.	58·69	13·63	6·70	6·13	Moderate swell 19 ,, Slight ,, 11 ,,	Moderate swell 19 ,, Slight ,, 11 ,,	No current observed.	Fine clear weather with little rain at intervals. On 21st to 28th much rain.
October	30·004	29·905	81·6	82·6	W.N.W. calm, and very variable.	West, W.N.W., N.N.W., and variable.	72·19	1·08	3·67	3·48	Smooth	Smooth	No current observed.	Fine clear weather; slight rain from 1st to 6th.
November	29·998	29·894	79·7	81·1	East, calm, and variable.	W.N.W., West, N.W., and variable.	85·29	7·90	4·46	4·70	Smooth 23 ,, Slight swell 4 ,, Moderate ,, 2 ,, Rough 1 day	Smooth 23 ,, Slight swell 4 ,, Moderate ,, 2 ,, Rough 1 day	Southerly 19 days Northerly 11 ,,	1st to 20th weather fine in the forenoons, and squally with rain in the afternoons; the remainder of month weather clear. Much rain on 2nd, 4th and 6th. S. S. *Ethiopia* grounded on the bar on 5th and was towed off on 8th.
December	30·032	29·923	80·8	82·6	East, W.N.W., and variable.	W.N.W, N.W., West, and variable.	93·02	0·00	2·03	1·96	Smooth	Smooth	No current	Fine weather throughout with land winds in the forenoons and sea breezes in the afternoons. At 7·15 A.M. on 31st two distinct shocks of earthquake were felt, lasting 3 or 4 seconds each, which apparently travelled from East to West.
Year	30·011	29·912	80·9	82·4			87·75	100·72	4·51	4·48				

* Observations recorded by the Port Officer.

CALICUT.*

Year 1881.	Read at 10 A.M. and 4 P.M. — Barometer. (Mean.)	Barometer. (Mean.)	Attached Thermometer. (Mean.)	Attached Thermometer. (Mean.)	General direction of wind.	Wind rate. (*Miles per day.*)	Rainfall (*in inches*).	Amount of Cloud. 0 to 10.	State of the Sea.	Direction and rate of Sea-currents observed.
			°	°						
January	30·194	30·098	81·0	84·0	Calm, South, East, and variable.	129·54	0·00	2·09	Slight . . . . 18 days Smooth . . . . 12 ,, Rising . . . . 1 day	Not observed.
February	30·196	30·089	81·6	83·2	Calm, N.W., West, and S.W.	168·43	0·00	1·35	Slight . . . . 28 days	Not observed.
March	30·148	30·041	84·1	82·0	W.N.W., and very variable.	219·92	0·00	1·58	Slight . . . . 28 ,, Rising . . . . 2 ,, Rough . . . . 1 day	Not observed.
April	30·086	29·989	87·0	87·5	W.N.W., West, and very variable.	197·10	0·23	2·23	Slight . . . . 15 days Rough . . . . 11 ,, Very smooth . . . . 3 ,, Smooth . . . . 1 day	Not observed.
May	30·044	29·974	86·1	87·2	Calm, N.N.W., W.N.W., and variable.	214·70	3·52	4·00	Slight . . . . 14 days Rough . . . . 11 ,, Very rough . . . . 3 ,, Very smooth . . . . 2 ,, Rising . . . . 1 day	Southerly . . . 30 days. Northerly . . . 1 day.
June	30·027	29·970	80·7	81·9	Calm, and very variable.	141·79	11·09	4·26	Rough . . . . 13 days Very rough . . . . 12 ,, Slight . . . . 3 ,, Rising . . . . 2 ,,	Southerly . . . 23 days. Northerly . . . 7 ,,
July	30·069	30·010	80·7	82·2	Calm, N.N.E., and very variable.	141·65	20·76	6·06	Slight . . . . 13 ,, Rough . . . . 5 ,, Very smooth . . . . 5 ,, Tremendous . . . . 5 ,, Very rough . . . . 2 ,, Rising . . . . 1 day	Southerly . . . 19 ,, Northerly . . . 12 ,,
August	30·045	29·988	78·6	79·7	Calm, N.N.W., and very variable.	116·01	23·63	7·10	Smooth . . . . 11 days Rough . . . . 7 ,, Slight . . . . 9 ,, Very smooth . . . . 3 ,, Rising . . . . 1 day	Southerly . . . 16 ,, Northerly . . . 15 ,,
September	30·075	30·001	80·8	81·6	Calm, N.W., and very variable.	Anemometer out of order.	5·99	5·73	Very smooth . . . . 11 days Rough . . . . 7 ,, Smooth . . . . 7 ,, Slight . . . . 4 ,, Very rough . . . . 1 day	Southerly . . . 20 ,, Northerly . . . 10 ,,
October	30·085	30·006	83·0	84·5	S.W., Calm, and very variable.	118·62	4·74	4·83	Smooth . . . . 25 days Slight . . . . 5 ,, Rough . . . . 1 day	Northerly . . . 18 ,, Southerly . . . 13 ,,
November	30·078	29·991	82·6	84·1	Calm, and very variable.	101·53	4·12	5·70	Smooth . . . . 12 days Rough . . . . 9 ,, Slight . . . . 9 ,,	Northerly . . . 20 ,, Southerly . . . 10 ,,
December	30·104	30·023	83·9	85·2	Calm, S.W., and very variable.	75·11	0·08	3·74	Slight . . . . 19 ,, Rough . . . . 8 ,, Smooth . . . . 4 ,,	Southerly . . . 16 ,, Northerly . . . 15 ,,
Year	30·096	30·014	82·5	83·6		...	74·16	4·05		

* Observations recorded by the Port Officer.

COCHIN OBSERVATORY.

Year 1881.	READ AT 10 A.M. AND 4 P.M. Barometer. (Mean.)	Barometer. (Mean.)	Attached Thermometer. (Mean.)	Attached Thermometer. (Mean.)	General direction of wind.	Wind rate (Miles per day.)	Rainfall (in inches).	Amount of Cloud. 0 to 10.	State of the Sea.*	Direction and rate of Sea-currents observed.*	Remarks.*
January	30·162	30·037	83·4	85·1	South and S.W.	Untrustworthy.	0·38	3·20	Swell	South . . 21 days North . . 10 ,,	Weather fine; 7th, 28th, 30th, and 31st foggy; 18th to 28th cloudy with light rain.
February	30·178	30·037		87·2	East and N.W.		0·00	3·39	Swell	North . . 22 ,, South . . 6 ,,	Weather foggy in the forenoons and fine in the afternoons.
March	30·138	30·000	85·4	88·2	N.W.		5·36	5·81	Swell . . . 22 days Heavy swell . . 9 ,,	South . . 25 ,, North . . 2 ,, No current . 4 ,,	Weather foggy and hazy in the forenoons and fine in the afternoons; on 19th E.S.E. squall with heavy rain, thunder and lightning; 22nd E.N.E. squall with rain, thunder and lightning; rain at night on 23rd and 24th with thunder and lightning.
April	30·074	29·950	87·3	89·1	N.W.		1·84	6·13	Heavy swell . . 28 ,, Swell . . . 2 ,,	South . . 19 ,, No current . 7 ,, North . . 4 ,,	Weather fine; rain on 5th, 6th, and 23rd; squall with rain, thunder and lightning on 18th and 24th; at night on 25th lightning and thunder from S.E.
May	30·036	29·941	84·8	87·1	N.W.	51·1	11·66	7·31	Heavy swell . . 14 ,, Swell . . . 6 ,, Heavy surf on bar 6 ,, Very heavy swell . 5 ,,	South . . 27 ,, North . . 2 ,, No current . 2 ,,	Squally with rain, thunder and lightning throughout this month, with intervals of fine weather.
June	30·034	29·949	80·4	80·4	N.W.	44·1	14·74	8·66	Heavy surf on bar 9 ,, Surf on bar . . 15 ,, Heavy swell . . 6 ,,	South . . 21 ,, North . . 9 ,,	Squalls prevalent throughout with much rain; fine weather at intervals.
July	30·081	30·003	82·0	81·9	N.W.	49·8	8·13	6·76	Heavy surf on bar 13 ,, Surf on bar . . 9 ,, Heavy swell . . 9 ,,	South . . 16 ,, North . . 15 ,,	Occasional squalls with rain; weather fine at intervals.
August†	29·949	29·904	79·4	81·2	W.N.W., N.W., West and North.	2·56‡	23·44	5·11	Surf on bar . . 17 ,, Heavy swell . . 13 ,, Swell . . . 1 day	South . . 23 ,, North . . 8 ,,	Occasional squalls with heavy rain, with alternate cloudy days.
September	29·987	29·924	81·2	83·3	W.N.W. N.W., and N.E.	2·76	16·09	4·21	Swell . . . 15 days Heavy swell . . 12 ,, Surf on bar . . 3 ,,	South . . 27 ,, North . . 3 ,,	Changeable weather; much rain throughout the month.
October	29·984	29·922	82·5	85·4	W.N.W., West, and East.	2·30	5·17	3·12	Swell	South . . 16 ,, North . . 15 ,,	Weather fine; squally with rain during intervals.
November	29·970	29·902	82·0	81·8	W.N.W., East, and West.	3·33	6·69	4·55	Swell . . . 22 ,, Surf on bar . . 4 ,, Heavy sea . . 4 ,,	North . . 16 ,, South . . 14 ,,	Weather fine; frequent squalls with rain, thunder and lightning.
December	30·000	29·924	82·2	86·0	E.N.E., W. by N., W.N.W. and East.	2·59	0·34	3·25	Swell . . . 28 ,, Smooth . . . 3 ,,	South	11th to 15th and 31st squally with rain; remainder of month weather fine.
							93·84				

* Information supplied by the Port Officer.

† From August to December observations recorded by the Port Officer, with the exception of the rainfall.
‡ No anemometer at the Port office, the wind rate is given according to Beaufort's notation.

ALLEPPEY.*

Year 1881.	Read at 10 a.m. and 4 p.m. Barometer. (Mean.)	Barometer. (Mean.)	Attached Thermometer. (Mean.)	Attached Thermometer. (Mean.)	General direction of wind.	Wind rate. (Miles per day.)	Rainfall (in inches).	Remarks.
January	30·124	30·016	81°·5	84°·5	East	64	0·400	Since last monsoon the mud bank which was off Poread seemed to have shifted to Alleppey. For the last six months of the year 1881, although to the North and South the surf was frequently very heavy, the sea for one mile North and South of the pier was quite smooth, and on testing with the lead found a decrease in depth and a mud bottom.
February	30·136	29·967	83·2	85·7	East	76	0·000	
March	30·109	29·985	84·7	82 0	N.W.	131	0·750	
April	30·041	29·935	87·2	88·5	N.W.	164	3·100	
May	29·970	.....	88·7	.....	N.W.	Not recorded.	9·350	
June	30·000	29·935	82·2	82·7	North	Not recorded.	17·850	
July	30·047	29·980	83·7	84·5	North	109	7·850	
August	30·007	29·829	79·7	80·5	North	134	15·000	
September	30·044	29·962	80·5	82·5	North	128	15·900	
October	30·044	30·952	83.5	85·2	N.W.	Not recorded.	10·350	
November	30·033	29·934	83·7	83·5	N.W.	Not recorded.	10·600	
December	30·075	29·950	83·2	84·7	N.W.	Not recorded.	1·150	
							92·300	

* Observations recorded by the Port Officer.

TUTICORIN.†

Year 1881.	Read at 10 a.m. and 4 p.m. Barometer. (Mean.)	Barometer. (Mean.)	Attached Thermometer. (Mean.)	Attached Thermometer. (Mean.)	General direction of wind.	Wind rate. (Miles per day.)	Rainfall (in inches).	Amount of Cloud. 0 to 10.
January	30·120	30·010	79°·6	81°·4	N.N.E., N.E. and variable.	155·60	0·70	5·13
February	30·141	30·007	81·1	81·8	N.E., N.N.E., N.W. and East.	152·65	0·00	1·21
March	30·086	29·978	85·0	85·4	East, N.W., and variable.	116·29	0·30	1·83
April	30·005	29·862	88·2	88·4	S.E., East, West, and variable.	90·51	1·10	3·73
May	29·883	29·774	91·0	91·3	South, West, and variable.	115·19	1·30	4·61
June	29·863	29·770	91·3	91·6	West, East, and S.W.	230·38	0·00	5·43
July	29·917	29·828	90·0	90·7	West, East, and S.E.	224·26	0·00	4·22
August	29·907	29·796	88·0	88·3	West, S.E., and South.	190·07	0·20	5·32
September	29·942	29·825	87·6	88·6	West, S.E., and South.	173·22	0·00	4·80
October	30·071	29·856	87·5	87·9	West, S.E., and East.	116·85	1 80	4·64
November	30·025	29·896	82·4	83·6	West, North, and N.N.E.	67·50	11·00	5·86
December	30·090	29·939	80·9	82·1	N.N.E. and N.W.	107·86	2·90	6·93
Year	30·004	29·878	86·0	86·8		145·03	19·30	4·47

† Observations recorded by the Port Officer.

PAMBAN.*

Year 1881.	Read at 10 A.M and 4 P.M.				General direction of wind.	Wind rate. (*Miles per day.*)	Rainfall (*in inches*).	Amount of Cloud. 0 to 10.	State of the Sea.	Direction and rate of Sea-currents observed.	Remarks.
	Barometer.		Attached Thermometer.								
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)							
January	30·171	30·072	76·5	79·0	N.N.E. and North	535·84	3·73	4·84	Rough 26 days Moderate 3 „ Fresh 1 day Calm 1 „	Strong Southerly current throughout the month.	
February	30·197	30·084	78·4	81·2	N.N.E. and N.E.	304·14	0·10	1·78	Rough 11 days Calm 7 „ Moderate 6 „ Fresh 4 „	Southerly 26 days. Northerly 2 „	
March	30·149	30·031	82·3	87·2	N.N.E., E.N.E., East and variable.	108·06	0·28	2·74	Calm 26 „ Moderate 4 „ Rough 1 day	Northerly 20 „ Southerly 11 „	At 3 P.M. on 19th heavy squall of sand and rain lasting about an hour. A most unprecedented event for this time of year.
April	30·078	29·968	87·7	93·1	South, S.S.W., S.S.E. and variable.	151·60	0·00	1·83	Calm 20 days Moderate 8 „ Light 2 „	Northerly 24 „ Southerly 6 „	
May	29·987	29·892	88·0	92·8	S.S.E. to S.S.W., S.S.W., South and variable.	334·48	0·00	3·06	Rough 22 „ Moderate 6 „ Calm 3 „	Northerly 24 „ Southerly 7 „	Heavy N.W. squall at 0·45 A.M. on 22nd.
June	29·968	29·875	86·4	90·7	South, S.S.W., W.S.W., and variable.	378·13	0·00	6·16	Rough 18 „ Moderate 8 „ Calm 4 „	Northerly 22 „ Southerly 8 „	
July	30·016	29·921	84·6	89·8	S.S.W., S.S.E. to S.S.W., S.S.E., and variable.	413·83	0·00	4·35	Rough 21 „ Calm 6 „ Moderate 4 „	Northerly.	
August	30·001	29·908	84·9	90·5	S.S.W., South, and W.S.W.	335·84	0·25	6·77	Rough 16 „ Moderate 13 „ Calm 2 „	Northerly 25 „ Southerly 6 „	
September	30·037	29·937	84·8	90·0	S.S.W., South, and S.S.E. to S.S.W.	Incomplete	0·96	6·50	Rough 16 „ Moderate 11 „ Calm 3 „	Northerly 22 „ Southerly 8 „	
October	30·064	29·966	84·8	89·6	N.N.E., South, and S.S.W.	Anemometer under repair.	1·00	4·19	Rough 20 „ Calm 7 „ Fresh 3 „ Moderate 1 day	Southerly 21 „ Northerly 10 „	
November	30·070	29·973	80·8	84·1	N.N.E., North, and variable	4·33†	9·98	7·50	Rough 15 days Moderate 10 „ Calm 5 „	Southerly 26 „ Very strong } 4 „ Southerly }	
December	30·093	29·995	76·5	78·6	North and N.N.W.	5·67†	7·59	7·77	Rough 30 „ Moderate 1 day	Southerly.	
Year	30·069	29·968	82·9	87·2			22·94	4·79			

* Observations recorded by the Port Officer.

† Anemometer being under repairs the wind rate is given according to Beaufort's notation.

NEGAPATAM OBSERVATORY.

Year 1881.	Read at 10 A.M. and 4 P.M.				General direction of wind.	Wind rate. (*Miles per day.*)	Rainfall (*in inches*).	Amount of Cloud. 0 to 10.	State of the Sea.*	Direction and rate of Sea-currents observed.*	Remarks.*
	Barometer.		Attached Thermometer.								
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)							
January	30·164	30·073	77·5	78·2	N.E.		5·37	5·66	Disturbed . . . 10 days Smooth . . . 7 „ High . . . 6 „ Rough . . . 4 „ Moderate . . . 3 „ Heavy . . . 1 day	Strong Southerly . 14 days Southerly . 14 „ High surf . 3 „	Weather squally, blowing hard from N.E. with heavy sea, and very unsettled more or less throughout the month, with showers of rain, high sea, and strong current occasionally. Communication with shipping difficult at times.
February	30·203	30·085	80·6	80·4	N.E.		0·00	3·70	Smooth . . . 20 days Surf . . . 5 „ Disturbed . . . 2 „ Rough . . . 1 day	Southerly . 26 „ Strong Southerly . . 1 day Heavy swell from Eastward . 1 „	Fine weather throughout except on 4th, 6th to 9th, 15th and 16th.
March	30·142	30·015	85·2	85·5	East and S.E.		0·00	3·15	Smooth	Northerly . 21 days Heavy swell from S.E. . 6 „ Northerly . 4 „	Fine weather throughout this month.
April	30·066	29·937	89·3	89·2	S.E.		0·00	3·49	Smooth		Moderate and fine weather throughout this month.
May	29·959	29·842	92·2	94·0	S.W. and South.		0·23	3·94	Smooth . . . 27 days Rough . . . 4 „	Northerly . . .	Oppressive weather with hot land wind blowing, changing to long shore winds about noon; squally from S.W. to N.W. with heavy rain and fork lightning on the 31st.
June						Not recorded.	1·03		Smooth . . . 27 „ Rough . . . 3 „	Northerly . . .	Usual weather with hot land wind blowing throughout; sea-breeze at times; light showers of rain on 1st, 10th, 14th, 22nd to 24th. Weather oppressive.
July							0·40		Rough . . . 14 „ Surf . . . 12 „ Smooth. . . . 5 „	Northerly . 21 „ Heavy swell from S.E. . 10 „	Calm and sultry weather; heavy showers of rain on the 20th and 21st; sea rough at times, and lightning occasionally.
August							3·09		Smooth	Northerly . . .	Calm and hazy; oppressive weather with showers of rain accompanied with thunder and lightning occasionally.
September	Not recorded.						4·49	Not recorded	Smooth . . . 29 „ Rough . . . 1 day	Northerly . 22 „ Southerly . 8 „	Unsettled weather early part of this month with squalls from S.W. to N.E. with rain, thunder and lightning on the 5th, 8th, 10th, 11th, 16th, 18th and 19th, after which dry weather prevailed with light winds, and calm and oppressive weather at times.
October							4·39		Smooth . . . 26 days Rough . . . 5 „	Southerly . 18 „ Northerly . 13 „	N.E. winds setting in early in squalls with rain, thunder and lightning occasionally; sultry and oppressive at times.
November							12·26		Smooth . . . 16 „ Rough . . . 10 „ Moderate . . . 4 „	Southerly . . .	Weather squally, blowing hard from N.E; heavy rain at times with thunder and lightning, high sea and strong currents. Communication with shipping difficult at times.
December							27·41		Disturbed . . . 11 „ Rough . . . 9 „ High . . . 5 „ Boisterous . . . 4 „ Smooth . . . „	Southerly . . .	The weather was threatening and squally more or less throughout the month with heavy showers of rain at times, high sea and strong current occasionally. Communication with shipping difficult at times.
							58·07				

* Information supplied by the Port Officer.

PONDICHERRY.*

Year 1881.	Read at 10 A.M. and 4 P.M.				General direction of wind.	Force of wind. 0 to 12.	Remarks.
	Barometer.		Attached Thermometer.				
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)			
January	30·100	29·004	77°3	78°1	N.W. to N.E.	4	
February	30·101	30·000	71·9	78·4	N.W. to N.E. (irregular).	3	
March	30·004	29·904	81·5	82·0	W.S.W. to E.S.E.	2	
April	29·906	29·806	85·3	84·9	W.S.W. to E.S.E.	2	
May	29·806	29·706	87·8	86·9	W.S.W to E.S.E.	2	
June	30·000	29·908	88·9	81·3	W.S.W. to S.E.	2	
July	30·008	30·001	88·3	89·6	W.S.W. to E.S.E.	2	
August	30·101	30·001	84·9	86·0	W.S.W. to S.E.	2	
September	30·106	30·007	84·5	85·8	W.S.W. to E.S.E.	2	
October	30·108	29·908	84·7	84·9	W.S.W., N.N.W. to S.E., N.E.	2	
November	29·909	29·706	80·6	81·7	N.W., S.W. to E.S.E., N.E.	1	On 13th and 14th rough sea with strong winds from W.N.W.
December	30·004	29·904	77·5	77·5	N.W. to N.E.	3	On 14th and 16th rough sea with strong winds from N.W.
Year	30·004	29·820	82·8	83·1		2·25	

* Observations recorded by the Port Captain,

MADRAS OBSERVATORY.

Year 1881.	Read at 10 A.M. and 4 P.M.				General direction of wind.	Wind rate. (*Miles per day.*)	Rainfall (*in inches*).	Amount of Cloud. 0 to 10.	State of the Sea outside the harbour.*	Direction and rate of Sea-currents observed.*	Remarks:* (*Particularly regarding the state of the Atmosphere and notes on cyclonic storms.*)
	Barometer.		Attached Thermometer.								
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)							
January	30·221	30·110	80·2	79·9	N.E.	185·0	0·52	4·83	Moderate . . 13 days High monsoon sea on . . 13 „ Surf breaking between both groynes . . 4 „ Smooth . . 1 day	Southerly . . 22 days Strong southerly 9 „	Fine weather throughout; cloudy with passing squalls on 12th and 17th.
February	30·224	30·102	81·6	82·4	N.E. and East.	97·8	0·00	2·47	Smooth . . 27 days Chopping sea on 1 day	Southerly	Fine weather throughout.
March	30·148	30·023	85·6	85·3	S. E.	152·3	0·00	3·38	Moderate . . 29 days Smooth . . 2 „	Northerly . . 28 days Southerly . . 3 „	Heavy fog in the mornings; fine, clear weather during the rest of the day.
April	30·061	29·926	90·4	88·2	S. E.	198·3	0·00	2·94	Moderate . . 24 „ Chopping sea on. 6 „	Northerly . . 20 „ Strong Northerly 10 „	Hazy in the mornings during the early part of the month, fine during latter part.
May	29·942	29·819	94·7	91·6	S. E.	220·7	0·26	3·94	Moderate . . 24 „ High . . . 7 „	Northerly	Weather fine, but very hazy and sultry at times; N.W. squalls with vivid lightning at midnight on 24th and 31st.
June	29·904	29·793	91·7	91·5	S.W. and South.	183·6	2·33	6·30	Moderate . . 26 „ Smooth . . 4 „	Not observed	Sky overcast and cloudy with occasional slight drizzle; weather very sultry at times. On 28th and 29th sea washed over south groyne.
July	29·956	29·834	91·0	92·6	S.E. and South.	218·7	2·00	6·25	Moderate	Not observed	Fine, cloudy weather with rain at times; thunderstorm between 7 and 10 P.M. on 21st and 30th.
August	29·943	29·825	86·3	87·7	S.W.	160·1	5·08	6·91	Moderate	Not observed	Fine weather throughout; overcast sky with drizzling rain occasionally; thunderstorm between 5 and 9 P.M. on 6th and 7th; heavy S.E. squall on 3rd.
September	29·986	29·866	85·2	87·1	S.W.	128·2	6·11	6·70	Moderate	Northerly	Fine weather, but sky cloudy and hazy at times; thunderstorm on 1st and 18th.
October	30·049	29·937	87·6	88·0	N.E. and S.W.	125·2	1·91	3·82	Moderate . . 25 days Monsoon sea on 6 „	Northerly . . 20 days Southerly . . 11 „	Fine, clear weather; thunderstorm during night on 4th. On 31st cloudy with drizzling rain at intervals.
November	30·059	29·949	80·8	81·0	North and N.E.	151·1	15·40	6·24	Moderate . . 24 „ Monsoon sea on . 4 „ Boisterous . . 1 day Chopping sea on . 1 „	Southerly	Fine, clear weather, but sky cloudy and overcast with occasional heavy showers. Cyclone on 12th. Sea washed over both groynes on 7th and 11th; thunderstorm at 7-30 P.M. on 19th.
December	30·127	30·017	78·9	78·8	North.	217·2	7·83	7·16	Monsoon sea on . 14 days Moderate . . 11 „ Chopping sea on. 6 „	Southerly	Weather fine and clear, but cloudy and gloomy with occasional showers; N.E. squalls on 29th and 30th.
Year	30·051	29·933	86·1	86·2		169·8	44·04	5·12			

* Information supplied by the Port Officer.

MASULIPATAM OBSERVATORY.

Year 1881.	READ AT 10 A. M. AND 4 P. M.				General direction of wind.	Wind rate. (*Miles per day.*)	Rainfall (*in inches*).	Amount of Cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January	30·151	30·135	79·4	79·1	N. E.		0·00	3·37
February	30·138	30·112	81·8	82·3	East.		0·00	3·25
March	30·165	30·030	87·3	85·6	S. E.		0·00	3·32
April	30·066	29·928	91·9	89·8	South.		0·00	3·61
May	29·955	29·810	94·5	94·5	South.		0·84	4·71
June	29·856	29·748	90·2	93·4	S. W. and West.	Not recorded.	7·69	6·77
July	29·899	29·793	89·2	92·3	West.		2·21	6·43
August	Not recorded.						7·78	Not recorded.
September							7·71	
October							0·73	
November							7·07	
December							0·66	
							34·69	

COCANADA.*

Year 1881.	Read at 10 A.M. and 4 P.M. — Barometer. (Mean.)	Barometer. (Mean.)	Attached Thermometer. (Mean.)	Attached Thermometer. (Mean.)	General direction of wind.	Wind rate. (*Miles per day.*)	Rainfall (*in inches*).	Amount of Cloud. 0 to 10.	State of the Sea.	Remarks.
January	30·232	30·132	75·0	77·5	N.E. to East, and variable.	220·76	0·00	2·92	Slight . . 13 days† / Smooth . . 11 ,, / Rough . . 1 day	Light winds and fine weather.
February	30·212	30·109	77·2	80·5	N.E. to E.S.E., N.E. to East, and variable.	143·54	0·00	2·91	Smooth . . 24 days	Light winds and fine weather.
March	30·136	30·019	82·7	86·8	S.W. to S.S.E., S.E., S.W., and variable.	157·48	0·64	3·00	Smooth . . 27 ,,	1st to 19th light winds and fine weather; remainder of month variable winds, cloudy with thunder and little rain.
April	30·042	29·912	87·3	92·6	S.W. to South, W.S.W. to South, and variable.	155·35	0·34	3·00	Smooth . . 26 ,,	Light winds and fine weather; cloudy in the afternoons with lightning from 11th to 14th and 16th and 20th. Dust storm at 4 P.M. on 16th.
May	29·913	29·790	88·1	90·6	S.E., and very variable.	187·53	1·11	3·26	Smooth . . 15 ,, / Slight . . 11 ,,	Moderate and light winds alternately with cloudy weather; N.-W. squall with rain on 11th and 24th in the afternoons.
June	29·813	29·729	86·6	90·3	W.S.W., S.W. to W.S.W., and very variable.	197·96	6·13	3·50	Slight . . 16 ,, / Smooth . . 10 ,,	Moderate and light winds alternately with hazy and cloudy weather; N.-W., squall with rain, thunder and lightning on 1st; rain on 3rd, 8th, 9th, 13th, 25th, and 28th.
July	29·862	29·781	84·0	87·9	W.S.W. to West, and very variable.	191·03	4·44	3·19	Slight . . 22 ,, / Smooth . . 4 ,,	Light winds and cloudy weather with slight rain at times.
August	29·858	29·762	82·9	85·6	S.W., W.S.W. to S.W., and very variable.	192·37	10·45	3·55	Smooth . . 26 ,, / Slight . . 1 day	Moderate and light winds alternately with cloudy weather for the greater part of the month; drizzling rain and thunder at times.
September	29·930	29·827	83·0	85·3	W.S.W., S.W., West, and variable.	139·61	12·88	2·27	Smooth . . 26 days	Light winds and fine weather, cloudy with rain towards the evenings; N.-W. squall on 8th at night. Heavy rain during this month.
October	30·018	29·914	83·7	86·6	East, N.W., S.E., and very variable.	142·38	1·30	3·46	Smooth . . 20 ,, / Slight . . 6 ,,	Light winds and fine weather throughout the month; slight rain on 1st, 4th, 5th, and 31st.
November	30·091	29·986	79·1	80·5	N.E., E.N.E., East, and variable.	281·40	6·05	4·18	Slight . . 14 ,, / Smooth . . 10 ,, / Very rough . 2 ,, / Rough . . 1 day	Moderate and light winds alternately with fine and cloudy weather; gale with drizzling rain on 12th at night. Much rain on 18th and 19th.
December	30·175	30·068	74·6	75·9	N.E., East, and variable	291·32	0·19	3·38	Slight . . 20 days / Smooth . . 4 ,, / Rough . . 3 ,,	Moderate and light winds alternately with fine weather, cloudy at intervals.
Year	30·023	29·919	83·0	85·0		191·73	43·53	3·21		

* Observations recorded by the Port Officer.

† Sundays are excluded.

VIZAGAPATAM OBSERVATORY.

Year 1881.	Read at 10 A.M. and 4 P.M. — Barometer. (Mean.)	Barometer. (Mean.)	Attached Thermometer. (Mean.)	Attached Thermometer. (Mean.)	General direction of wind.	Wind rate. (Miles per day.)	Rainfall (in inches).	Amount of Cloud, 0 to 10.	State of the Sea.*	Direction and rate of Sea-currents observed.*	Remarks:* (Particularly regarding the state of the Atmosphere and notes on cyclonic storms.)
	(Mean.)	(Mean.)	°	°							
January . .	30·205	30·094	75·2	78·4	East and N.E.	33·2	0·00	1·02	Quiet . . 17 days Very quiet . 10 ,, Choppy . . 4 ,,	None perceptible . . 14 days Slack . . 11 ,, Slight Northward . . 4 ,, Slight Southward . . 2 ,,	Weather remarkably fine.
February . .	30·176	30·054	77·6	82·5	West.	16·8	0·00	0·54	Quiet . . 19 ,, Very quiet . 7 ,, Choppy . . 2 ,,	Slight Northward . . 11 ,, Slack . . 10 ,, Moderate . 7 ,,	Weather very fine; 28th low, misty fog bank on eastern horizon.
March . . .	30·110	29·979	84·2	85·7	West and S.E.	36·8	0·70	2·11	Quiet . . 23 ,, Choppy . . 3 ,, Moderate swell 3 ,, Slight ,, . 2 ,, Quiet . . 13 ,,	Northerly ½ to 1 knot.	Weather very fine and bright; hazy on 8th and 15th; on 17th and 23rd cloudy; showers on 20th, 21st, 28th and 29th.
April . . .	29·993	29·870	88·8	88·6	West.	69·9	0·20	2·75	Moderate S.-E. swell . . 9 ,, Choppy . . 8 ,, Quiet . . 14 ,,	North-Easterly	Weather fine and bright; cloudy from 13th to 30th in the afternoons; 2nd to 10th hazy and misty.
May . . .	29·876	29·760	89·0	88·8	South, S.W. and West.	44·0	1·40	3·88	Swell . . 12 ,, Choppy . . 5 ,, Quiet . . 17 ,, Swell . . 11 ,, Moderate choppy . . 3 ,,	Northerly ½ to 1½ knots.	Weather fine, but sultry and cloudy at times; heavy shower on 11th and 24th with Northerly squall.
June . . .	29·753	29·660	87·3	88·7	West and S.W.	34·5	8·60	6·09	Moderate swell 17 ,, High ,, . 7 ,, Quiet . . 4 ,, Slight swell . 3 ,, Quiet . . 18 ,,	Northerly ½ to 1 knot	Dull, cloudy, and squally with thunder, lightning, and much rain; latter part of month fine during mornings.
July . . .	29·783	29·699	85·6	87·8	West.	90·1	2·70	7·55	Moderate South swell . . 8 ,, High South swell . . 3 ,, Very quiet . 2 ,, Very quiet . 12 ,, Quiet . . 10 ,, Choppy . . 5 ,, Moderate swell 3 ,,	North-Easterly ½ knot.	Weather fine, but cloudy with slight showers of rain; squall on 3rd.
August . . .	29·802	29·702	85·7	87·7	West.	69·4	7·50	6·18	Very quiet . 22 ,, Quiet . . 5 ,, Choppy . . 2 ,, Swell . . 2 ,, Quiet . . 19 ,, Choppy . . 7 ,, High choppy . 4 ,, Quiet . . 12 ,, Very quiet . 7 ,, Choppy . . 7 ,, Very choppy . 5 ,,	S. S. W. ½ knot.	Fine, bright weather, but dull and cloudy. Much rain during this month; 21st to end of month N.W. squalls with lightning at nights.
September . .	29·881	29·777	86·0	87·2	West.	37·5	5·80	5·52	Very quiet . 12 ,, Quiet . . 10 ,, Choppy . . 5 ,, Moderate swell 3 ,,	S. S. W. ½ to 1 knot.	Weather fine during mornings; evenings dull and cloudy; squalls with heavy showers of rain, thunder and lightning on 8th, 16th, 20th and 22nd.
October . . .	29·978	29·875	85·2	87·1	S.E. and West.	35·5	4·30	2·50	Very quiet . 22 ,, Quiet . . 5 ,, Choppy . . 2 ,, Swell . . 2 ,,	S. W. ½ to ¾ knot.	Weather remarkably fine and clear: on 3rd a large halo round a cockeye moon, and on 31st a ragged halo round the moon; on 28th bank of clouds in S.-E. horizon; on 5th a brisk gusty ale with continuous heavy rain to 3 P.M.
November . .	30·073	29·967	80·5	82·0	East.	45·2	4·80	3·49	Quiet . . 19 ,, Choppy . . 7 ,, High choppy . 4 ,,	S. W. ½ to 1½ knots.	Weather fine and bright; 1st to 21st cloudy with slight showers at intervals; on 3rd slight halo round moon.
December . .	30·153	30·041	75·2	77·2	East.	40·6	0·00	2·22	Quiet . . 12 ,, Very quiet . 7 ,, Choppy . . 7 ,, Very choppy . 5 ,,	S. W. ½ to 1 knot.	Very fine and bright throughout. Lunar eclipse observed at 10-30 P.M., on 5th. A very distant shock of earthquake was felt at 7-30 A.M. on 31st for about one and a-half minutes.
Year .	29·982	29·873	83·3	85·1		461·1	36·00	3·65			

* Information supplied by the Port Officer.

BIMLIPATAM.*

Year 1881.	Read at 10 A.M. and 4 P.M. — Barometer. (Mean.)	Barometer. (Mean.)	Attached Thermometer. (Mean.)	Attached Thermometer. (Mean.)	General direction of wind.	Force of wind 0 to 12†.	State of the Sea.	Direction and rate of Sea-currents observed.	Remarks: (*Particularly regarding the state of the atmosphere and notes on cyclonic storms.*)
			°	°					
January	30·140	30·099	74·9	77·9	E.N.E., East, and variable.	1·22 to 2·09	Very fine and smooth	Not observed.	
February	30·111	30·064	77·7	81·6	S.W., S.S.W., and South.	1·00 to 2·00	Very smooth	Not observed.	A very fine and clear atmosphere throughout.
March	30·035	29·980	84·2	85·6	S.W. and S.E.	1·16 to 2·51	Very smooth	Strong currents setting to the North-Eastward.	The weather had been remarkably fine throughout; thunderstorm from the North-Westward on the night of the 20th.
April	29·915	29·853	87·2	87 5	S.W.	2·06 to 2·50	Very smooth	North-Eastward.	Sultry atmosphere; thunder and lightning on 20th and 26th.
May	29·818	29·747	88·3	89·6	S.W.	1·61 to 2·77	Smooth . 18 days High surf 7 ,, Moderate 4 ,, Surf . 2 ,,	Not observed.	Hot sultry weather throughout this month; N.W. squalls on 10th and 24th.
June	29·694	29·637	87·2	88·3	S.W.	0·86 to 2·23	Smooth	Not observed	This month had been cloudy for the greater part with frequent N.W. squalls and occasionally from the S.W.; thunderstorms from 1st to 5th.
July	29·730	29·689	87·5	88·7	West, S.W., and variable.	1·80 to 2·00	Smooth . 24 days. Moderate 4 ,, High surf 3 ,,	Not observed	On the 27th rough sea and strong wind; the ship *Minister of Marine* unshipped her windlass completely out of the bearings and commenced to drive Northward, when the Chief Officer, who was in charge of the vessel at the time, managed to slip the extreme end (about 200 fathoms), and thus saved the vessel from going ashore. She put into Cocanada for repairs.
August	29·740	29·694	86·6	87·5	S.W. and W.S.W.	1·55 to 2·38	Moderately fine surf. 27 days High surf . 4 ,,	Not observed.	
September	29·826	29·770	86·2	87·4	S.W., calm, and variable.	0·83 to 1·70	Smooth . 29 ,, High surf . 1 day	Not observed	Squall from East on 8th and 14th.
October	29·923	29·877	85·2	87·2	Off land, East, and very variable.	2·16 to 2·12	Smooth	Not observed.	
November	30·008	29·968	80·5	83·2	N.E., East, E.N.E., and variable.	1·60 to 3·30	Smooth . 21 days Moderate . 6 ,, High surf . 3 ,,	Not observed	Cyclonic storm was reported by wire on the 12th from the Marine Office, Madras, but nothing of any serious consequence occurred at this port.
December	30·086	30·050	74·9	77·5	N.E., N.N.E., East, and variable.	2·09 to 2·77	Smooth . 29 ,, High surf . 2 ,,	Not observed.	
Year	29·919	29·869	83·4	85·2		1·49 to 2·36			

* Observations recorded by the Port Officer.

† There is no anemometer at this port.

GOPALPUR.*

Year 1881.	Read at 10 A.M. and 4 P.M.				General direction of wind.	Wind rate. (Miles per day.)	Rainfall (in inches.)	Amount of Cloud. 0 to 10.	State of the Sea.	Direction and rate of Sea-currents observed.	Remarks.
	Barometer.		Attached Thermometer.								
	(Mean.)	(Mean.)	(Mean.)	(Mean.)							
January	30·205	30·101	73°	76°	Northerly	186	0·03	2	Smooth	S.S.E.	10 days of cloudy weather.
February	30·124	30·200	77	80	Northerly	209	0·03	*Nil.*	Smooth	E.N.E.	4 days of cloudy weather.
March	30·111	29·654	82	83	Southerly	277	1·44	2	Smooth	E.N.E.	9 days of cloudy weather.
April	29·936	29·836	83	79	Southerly	394	1·71	*Nil.*	Smooth	E.N.E. ¼ knot.	2 days of cloudy weather; rain at night.
May	29·813	29·754	86	86	Southerly	355	2·23	*Nil.*	Smooth	E.N.E. 1½ knots.	2 days of cloudy weather; rain at night.
June	29·794	29·644	83	86	Southerly	260	7·57	5	Moderate	E.N.E. 1⅓ knots.	18 days of cloudy weather; rain during day and night.
July	29·773	29·704	83	83	Southerly	273	5·86	6	Surf	E.N.E. 1½ knots.	24 days cloudy with rain.
August	29·773	29·683	84	84	S.S.W.	240	6·07	5	Moderate	E.N.E. 1¼ knots.	14 days cloudy with rain.
September	29·844	29·794	85	85	Northerly	163	4·90	4	Moderate	E.N.E. 1 knot.	21 days cloudy with rain.
October	29·964	29·825	83	85	Northerly	190	7·54	2	Smooth	E.N.E. ½ knot.	12 days cloudy with rain.
November	30·054	29·994	80	82	Northerly	172	0·80	3	Smooth	Southerly ½ knot.	13 days cloudy.
December	30·173	30·104	73	75	Northerly	179	0·50	1	Smooth	Southerly 1 knot.	5 days cloudy.
Year	29·963	29·858	81·0	82·0		241·50	40·68	2·50			

* Observations recorded by the Port Officer.

POOREE.*

Year 1881.	Read at 10 A.M. and 4 P.M.				General direction of wind.	Wind rate.† (*Miles per day.*)	Rainfall (*in inches.*)	Amount of Cloud. 0 to 10.	State of the Sea.
	Barometer.		Attached Thermometer.						
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)					
			°	°					
January	30·127	30·030	71·2	74·3	N.E.		0·00	0·6	Calm.
February	30·121	30·230	88·3	79·3	S.E.		0·00	0·3	Calm.
March	29·987	29·859	82·2	82·9	S.E.		0·83	2·3	Moderate.
April	29·867	29·720	84·9	85·7	South.		0·01	2·6	Moderate.
May	29·732	29·632	86·9	87·4	South.		3·96	3·6	Rough.
June	29·607	29·522	85·7	86·1	S.W.		11·48	8·4	Moderate.
July	29·615	29·537	82·8	84·9	S.W.		13·96	9·5	Rough.
August	29·652	29·564	84·3	84·6	S.W.	Not recorded.	8·92	8·0	Rough.
September	29·722	29·638	84·6	85·2	S.W. and S.E.		6·30	7·1	Moderate.
October	29·529	29·758	82·7	84·7	N.W.		4·37	4·7	Moderate.
November	29·979	29·868	77·9	80·9	N.W. and N.E.		0·00	2·6	Calm.
December	30·098	29·955	71·7	74·9	North and N.E.		0·45	2·0	Calm.
Year	29·836	29·776	81·9	82·6			50·28	4·3	

* Received from the Collector of Pooree.

† There is no anemometer at this port.

FALSE POINT OBSERVATORY.

YEAR 1881.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate. (*Miles per day.*)	Rainfall (*in inches*).	Amount of Cloud. 0 to 10.	State of the Sea.*	Direction and rate of Sea-currents observed*.
	Barometer.		Attached Thermometer.							
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)						
January	30·236	30·131	71°6	74°6	North and East.	150·3	0·00	0·85	Smooth.	S.W., 2½ miles.
February	30·195	30·073	77·4	80·4	East and South.	187 1	0·00	1·11	Smooth.	S.W., 1½ miles.
March	30·120	30·002	82·1	82·8	South and East.	261·0	3·55	2·37	Smooth.	N.E., ½ miles.
April	29·966	29·818	87·9	87·9	South and S. W.	384·8	1·20	1·60	Smooth.	N.E., 1 mile.
May	29·853	29·775	87·7	87·3	South.	339·2	2·77	3·33	Rough.	E.N.E., 2 miles.
June	29·747	29·668	86·6	86·2	West, S.W., and South.	241·7	7·28	6·17	Rough.	E.N.E., 2 miles.
July	29·744	29·664	82·6	83·5	S.W.	Imperfect.	12·03	8·88	Rough.	N.E., 2 miles.
August	29·795	29·697	84·1	84·3	S.W.	216·1	16·94	8·56	Rough.	N.E., 1½ miles.
September	29·894	29·791	84·9	85·3	S.W., South, and East.	179·0	8·68	6·32	Smooth.	N.E., 1½ miles.
October	30·007	29·914	83·3	85·0	East and North.	154·8	1·88	3·19	Smooth.	S.W., 1½ miles.
November	30·078	29·989	77·9	79·2	North.	179·4	0·07	2·10	Rough.	S.W., 2 miles.
December	30·202	30·099	70·7	73·9	North and East.	170·1	0·34	2·24	Rough.	S.W., 2½ miles.
Year	29·986	29·885	81·4	82·5			54·74	3·89		

* Information supplied by the Port Officer.

SAUGOR ISLAND OBSERVATORY.

YEAR 1881.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate. (*Miles per day.*)	Rainfall (*in inches*).	Amount of Clo 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
January	30·215	30·103	68°2	73°1	North, N.E. and N.W.	135·4	0·00	0 76
February	30·174	30·056	74·9	78·5	South and S. W.	176·1	0·00	1·42
March	30·103	29·979	79·5	81·8	South.	239·9	1·08	2·76
April	29·948	29·828	83·8	85·7	South.	363·5	1·98	3·58
May	29·873	29·769	84·9	85·7	South.	295·7	9·82	4·71
June	29·721	29·639	84·5	85·4	South.	254·9	10·84	7·48
July	29·695	29·617	82·6	83·8	S.W.	358·1	31·76	8·64
August	29·768	29·676	82·7	83·8	South and S.W.	275·9	27·34	7·62
September	29·874	29·767	84·2	84·5	South and S.W.	218·7	4·25	7·10
October	29·990	29·889	82·4	84·3	North, N.E., and N.W.	124·0	6·67	3·40
November	30·094	29·984	75·9	79·4	North.	173·9	0·00	2·29
December	30·170	30·058	68·5	73·6	North.	149·0	0·35	1·95
Year	29·969	29·864	79·3	81·6		230·4	93·69	4·31

CHITTAGONG OBSERVATORY.

Year 1881.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate. (*Miles per day.*)	Rainfall (*in inches*).	Amount of Cloud. 0 to 10.	State of the Sea. (*Notes taken at Kootubdea Light-house.*)	Direction and rate of Sea-currents observed. (*Notes taken at Kootubdea Light-house.*)
	Barometer.		Attached Thermometer.							
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)						
January	30·108	30·008	64°·9	71°·3	N.E. and West	69·8	0·00	0·55	Smooth	N.N.W. on flood, S.S.W. on ebb, at about 3 to 4 miles an hour.
February	30·095	29·986	71·2	74·5	West, North and N.E.	69·0	0·00	0 69	Smooth	N.-W. on flood, S.S.W. on ebb, at about 3 to 4 miles an hour.
March	30·041	29·934	78 2	81·5	N.E., S.W., and West	104·2	0·56	3·42	Smooth	N.-W. on flood, S.S.W. on ebb, at about 3 to 4 miles an hour.
April	29·929	29·822	81·8	83·9	South and S.W.	170·7	4·01	4·68	S.W. swell 1st to 9th, 23rd, 24th and 27th; smooth throughout the rest of the month.	N.N.W. on flood, S.S.W. on ebb, at about 3 to 4 miles an hour.
May	29·857	29·758	82·3	83·6	S.E., South and S.W.	110·2	99·5	5·61	S.W. swell on 5th; smooth throughout the rest of the month	W.N.W. on flood, S.S.W. on ebb, at about 3 to 4 miles an hour.
June	29·728	29·646	81·4	82·5	S.E. and South	125·2	24·76	7·97	S.W. swell 13th to 17th; smooth throughout the rest of the month	N.N.W. on flood, S.S.W on ebb, at about 3 to 4 miles an hour.
July	29·708	29·627	81·5	82·7	S.E., South and S.W.	145·1	27·38	7·44	S.W. swell 11th to 16th, and 22nd and 25th to 31st; smooth throughout the rest of the month	N.N.W. on flood, S.S.W. on ebb, at about 3 to 4 miles an hour.
August	29·781	29·681	80·8	82·0	South and S.E.	123·0	7·64	7·55	S.W. swell 9th to 15th; smooth throughout the rest of the month	N.N.W. on flood, S.S.W. on ebb, at about 3 to 4 miles an hour.
September	29·848	29·738	81·4	83·0	S.E. and South	88·4	11·89	6·65	S.W. swell 9th to 15th; smooth throughout the rest of the month	N.N.W. on flood, S.S.W. on ebb, at about 3 to 4 miles an hour.
October	29·930	29·825	81·2	82·8	N.E.	50·2	1·50	3·74	Smooth	N.N.W. on flood, S.S.W. on ebb, at about 3 to 4 miles an hour.
November	29·998	29·869	75·2	75·3	N.W. and N.E.	48·0	1·63	3·53	Smooth	N.N.W. on flood, S.S.W. on ebb, at about 3 to 4 miles an hour.
December	30·071	29·969	67·8	72·5	N.W. and N.E.	48·5	0·63	2·00	Smooth	N.N.W. on flood, S.S.W. on ebb, at about 3 to 4 miles an hour.
Year	29·924	29·822	77·3	79·6		96·0	89·95	4·48		

AKYAB OBSERVATORY.

Year 1881.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate. (*Miles per day.*)	Rainfall (*in inches*).	Amount of Cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January	30·184	30·057	66·7	73·3	N. E. and N. W.	81·9	0·00	0·40
February	30·173	30·069	70·4	77·0	N. E., East, N. W., and West.	101·4	0·00	1·65
March	30·128	30·024	78·7	83·8	East and West.	99·4	0·00	2·11
April	30·047	29·944	84·5	86·6	South and S. W.	94·1	0·66	3·18
May	29·952	29·862	83·9	85·8	S. E., South, and S. W.	88·9	7·21	5·79
June	29·840	29·759	81·7	82·4	S. E. and South.	107·3	35·34	3·56
July	29·834	29·729	79·3	80·5	South and S. W.	91·9	71·66	9·32
August	29·886	29·770	79·6	81·0	South.	85·2	46·38	8·80
September	29·944	29·838	81·0	83·0	South.	76·0	22·49	7·40
October	30·009	29·909	81·2	84·1	South.	71·3	7·91	4·08
November	30·033	29·947	76·7	80·5	N. E.	66·1	6·79	4·85
December	30·140	30·048	70·6	77·3	N. E.	59·5	0·30	3·10
Year	30·014	29·913	77·8	81·3		85·2	198·74	4·94

KYOUK PHYOU.*

Year 1881.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Rainfall (*in inches*).
	Barometer.		Attached Thermometer.			
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)		
			°	°		
January	29·989	29·972	70·6	69·8	N. E. and N. W.	0·00
February	29·996	29·984	75·6	75·0	N. W.	0·00
March	29·985	29·968	80·9	79·9	N. E. and N. W.	0·00
April	29·897	29·875	85·8	84·9	S. W. and N. W.	0·12
May	Barometer under repair.				S. W. and S. E.	0·12
June					S. W. and S. E.	38·20
July					S. W. and S. E.	78·38
August					S. W. and S. E.	37·16
September					S. W. and S. E.	27·26
October					S. W., S. E., and N. W.	10·32
November					N. E. and N. W.	7·29
December					N. W. and N. E.	0·20
						199·05

* Observations recorded by the Civil Surgeon.

DIAMOND ISLAND OBSERVATORY.

(Entrance to Bassein River.)

Year 1881.	READ AT 10 A.M. AND 4 P.M. Barometer. (Mean.)	(Mean.)	Attached Thermometer. (Mean.)	(Mean.)	General direction of wind.	Wind rate. (Miles per day.)	Rainfall (in inches).	Amount of Cloud. 0 to 10.	Remarks: * (Particularly regarding the state of the Atmosphere and notes on cyclonic storms.)
January	30·128	30·019	76·6	79·8	North and N. E.	127·8	0·50	2·37	The state of the weather and sea at Diamond Island during the year 1881 calls for no remark. The South-West monsoon was moderate. The North-East monsoon in November and December was characterised by its fitfulness and force. A severe shock of earthquake was felt at the Alguada Reef lighthouse between 8 and 9 A.M. of the 31st December.
February	30·116	29·901	78·4	80·5	North and N. W.	176·8	0·00	2·27	
March	30·089	29·949	81·1	82·7	North and N. W.	182·4	0·09	3·26	
April	30·017	29·927	84·4	86·1	N. W.	207·8	0·00	3·29	
May	29·937	29·843	84·1	84·9	South, S. E., West, S. W., and N. W.	160·7	9·03	5·98	
June	29·853	29·790	82·6	82·9	South and S. W.	207·7	15·96	7·21	
July	29·867	29·800	81·8	81·8	S. W.	.....	34·38	8·19	
August	29·888	29·808	80·9	81·1	S. W.	.....	19·33	7·61	
September	29·922	29·821	81·2	81·8	S. W.	149·2	17·76	7·00	
October	29·976	29·957	82·4	83·4	West, S. W., and South.	131·8	7·74	5·60	
November	30·010	29·899	80·7	82·2	N. E. and East.	184·6	9·13	5·29	
December	30·059	29·953	77·3	79·9	North and N. E.	162·6	0·58	3·65	
Year	29·988	29·889	80·9	82·3			114·50	5·16	

* Information supplied by the Port Officer, Bassein.

BASSEIN.*

Year 1881.	READ AT 10 A.M. AND 4 P.M. Barometer. (Mean.)	(Mean.)	Attached Thermometer. (Mean.)	(Mean.)	General direction of wind.	Wind rate† (Miles per day.)	Rainfall (in inches).	Amount of Cloud. 0 to 10.	Remarks ‡
January	30·134	30·031	75·2	81·7	N. E.	Not recorded.	0·02	0	The state of the weather and sea at Diamond Island during the year, calls for no remark. The South-West monsoon was moderate. The North-East monsoon in November and December was characterised by its fitfulness and force. A shock of earthquake of some force was felt between 5 and 9 A.M. of the 31st December at Bassein, and it is reported that it was felt as severe at the same time at the Alguada Reef lighthouse.
February	30·112	30·008	74·6	85·5	N. E. to N. W.		0·00	0	
March	30·073	29·977	81·2	89·3	N. W.		0·00	0	
April	30·012	29·903	86·6	92·3	N. W.		0·00	0	
May	29·920	29·829	84·2	85·1	West.		9·80	8	
June	29·870	29·780	81·0	82·3	S. W.		21·40	10	
July	29·916	29·844	80·2	81·7	S. W.		32·40	10	
August	29·940	29·859	80·4	81·4	S. S. E.		20·27	8	
September	29·951	29·855	81·3	81·9	S. E. to S. W.		18·81	7	
October	30·024	29·931	82·3	84·1	West to S. E.		7·83	7	
November	30·064	29·971	79·5	84·2	West to N. E.		2·14	4	
December	30·132	30·037	75·8	83·0	N.E.		0·30	0	
Year	30·012	29·919	80·2	84·4			113·47	4·50	

* Observations recorded by the Civil Surgeon.
† There is no anemometer at this port.
‡ Information supplied by the Port Officer.

RANGOON OBSERVATORY.

Year 1881.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate. (Miles per day.)	Rainfall (in inches).	Amount of Cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(Mean.)	(Mean.)	(Mean.)	(Mean.)				
			°	°				
January	30·149	30·031	72·7	79·1	N. E.	115·6	0·00	2·37
February	30·127	30·001	74·3	83·3	N. E.	111·2	0·00	2·80
March	30·095	29·966	79·9	87·5	South and S. E.	134·4	0·00	4·26
April	30·019	29·885	85·1	91·3	South and S. W.	172·0	0·00	3·37
May	29·956	29·844	83·9	86·4	South.	119·3	14·37	7·48
June	29·891	29·812	82·3	83·4	South.	139·6	17·25	9·64
July	29·905	29·826	80·7	81·8	S. W.	135·2	30·30	9·90
August	29·928	29·841	80·7	81·7	S. W.	116·8	17·72	9·64
September	29·960	29·857	81·9	83·1	S. W.	105·1	15·17	7·92
October	29·989	29·876	81·8	83·7	S. W.	71·7	4·21	7·00
November	30·033	29·927	79·6	82·6	N. E.	96·1	2·99	6·88
December	30·096	29·994	75·9	80·9	N. E.	145·8	0·08	5·26
Year	30·012	29·905	79·9	83·7		121·9	102·09	6·42

MAULMAIN OBSERVATORY.

Year 1881.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate. (Miles per day.)	Rainfall (in inches).	Amount of Cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(Mean.)	(Mean.	(Mean.)	(Mean.)				
			°	°				
January	30·075	29·985	76·1	87·8	N. E. and East.	39·3	0·00	1·32
February	30·063	29·964	78·1	90·3	N. E., East, N. W., and West.	38·5	0·00	0·73
March	30·046	29·939	84·1	91·0	S. W.	71·8	0·00	0·76
April	29·983	29·871	86·9	91·6	S. W.	72·2	1·25	1·28
May	29·923	29·818	83·4	87·0	S. W.	40·3	20·26	6·03
June	29·868	29·778	80·7	81·9	South and S. W.	42·1	37·11	9·25
July	29·876	29·793	78·0	79·9	South and S. W.	74·5	51·91	9·39
August	29·961	29·810	78·7	80·1	South and S. W.	69·0	59·14	9·48
September	29·935	29·818	81·6	83·6	S. W.	53·8	19·31	6·18
October	29·942	29·836	82·4	85·2	N. E. and S. W.	31·5	11·39	5·32
November	29·978	29·879	83·0	88·7	N. E. and East.	52·8	5·36	2·80
December	30·046	29·943	80·4	83·3	North and N. E.	60·7	0·15	1·48
Year	29·969	29·869	81·1	86·3		53·9	205·88	·59

MERGUI OBSERVATORY.

Year 1881.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate. (*Miles per day.*)	Rainfall (*in inches*).	Amount of Cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January	30·059	29·954	78·4	85·3	N. E.	23·7	0·00	1·53
February	30·061	29·944	80·9	85·1	N. W.	37·7	2·35	2·13
March	30·022	29·909	82·8	87·5	N. W.	38·7	2·36	2·92
April	29·977	29·857	84·9	88·8	N. W.	51·3	2·85	2·50
May	29·908	29·813	83·6	85·0	South and S. W.	46·1	20·55	7·12
June	29·878	29·795	80·3	80·9	South and S. W.	48·4	29·96	9·00
July	29·901	29·817	78·9	79·3	S. W., West, and N. W.	40·5	41·08	9·50
August	29·915	29·825	79·0	80·6	S. W.	29·2	32·35	8·77
September	29·931	29·821	79·8	80·6	S. W. and West.	25·3	25·95	8·10
October	29·926	29·819	81·0	82·9	S. W. and West.	23·2	16·00	6·53
November	29·934	29·835	81·6	84·7	North.	30·1	6·96	4·07
December	29·980	29·876	79·7	81·6	North and N. E.	4·5	1·26	2·76
Year	29·958	29·855	80·9	83·5		36·7	181·67	5·41

PORT BLAIR.*

(ROSS ISLAND.)

Year 1881.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate. (*Miles per day.*)	Rainfall (*in inches*).	Amount of Cloud. 0 to 10.	State of the Sea.
	Barometer.		Attached Thermometer.						
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)					
			°	°					
January	30·112	30·003	83·2	83·9	N. E.	...	2·13		
February	30·131	30·018	82·9	85·1	N. E.	215	0·18		
March	30·103	29·993	86·1	87·6	N. E.	263	3·29		
April	30·042	29·937	89·1	89·6	E. N. E.	151	0·00		
May	29·952	29·856	85·9	84·7	S. W.	...	18·47		
June	29·901	29·826	84·2	84·3	S. W.	...	22·17		
July	29·941	29·871	84·8	85·0	S. W.	...	7·49		
August	29·945	29·865	84·1	83·7	S. W.	204	9·34		
September	29·968	29·870	81·6	81·3	S. W.	179	28·18		
October	29·961	29·893	84·8	84·0	S. W.	163	9·65	Cloudy.	Rough.
November	29·991	29·857	83·2	83·2	N. E.	290	15·27	Cloudy.	Rough.
December	30·048	29·949	83·4	83·1	N. E.	295	9·39	Cloudy.	Rough.
Year	30·008	29·911	84·5	84·6		...	125·56		

* Observations recorded by the Harbour Master.

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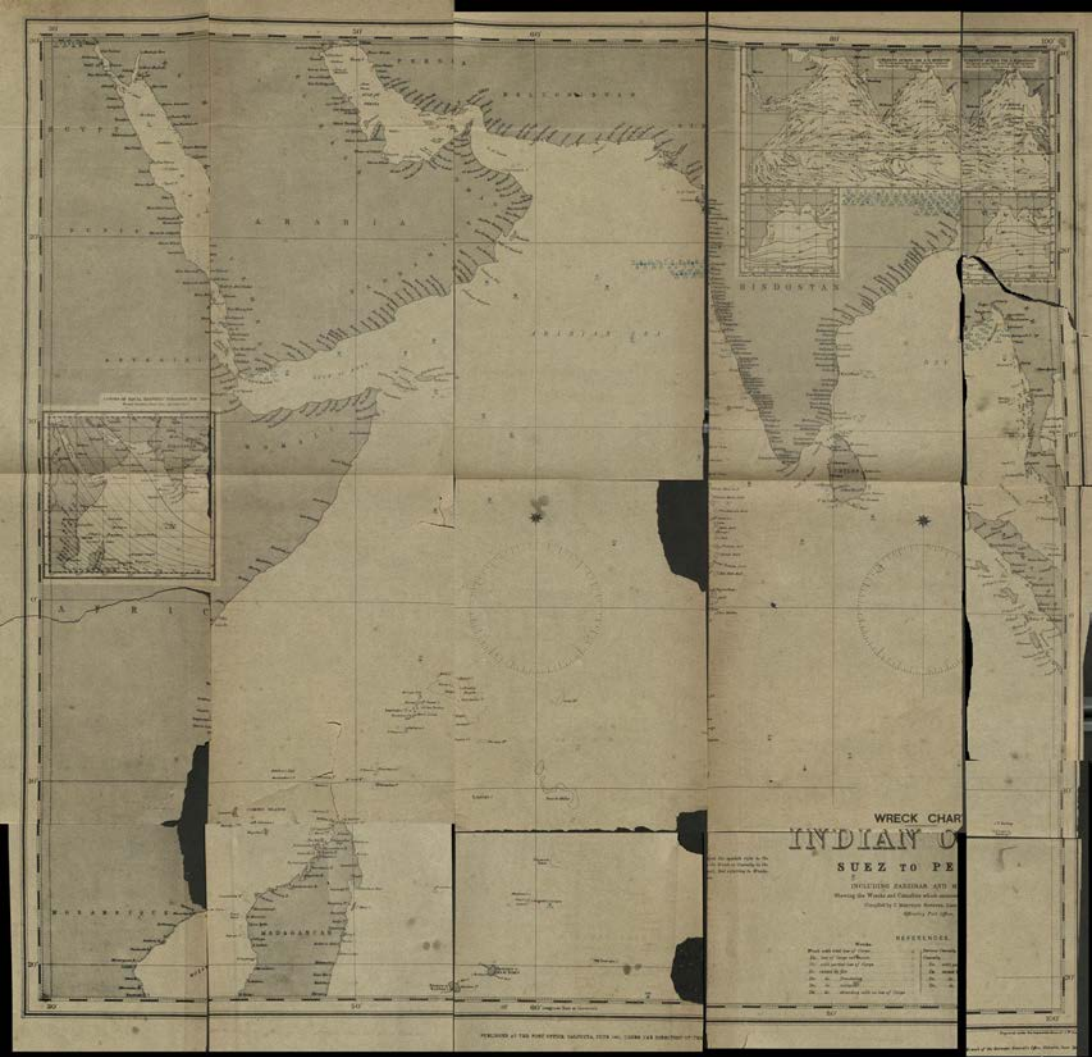
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REFERENCES.

GOVERNMENT OF INDIA.
(MARINE BRANCH)
MILITARY DEPARTMENT.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1882;

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED.

PREPARED BY

LIEUTENANT J. MENTEITH BREBNER (LATE I.N.), A. I. C. E.,

OFFICIATING PORT OFFICER AND REGISTRAR OF WRECKS.

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REVIEW.

DURING the year 1882 there were 17 Wrecks of British vessels, 4 French, 4 Italian, 1 American, 1 Russian, 1 Portuguese, 2 Arabian, 1 Persian, 1 Portuguese Native, 1 Cingalese, 2 British Burman, 1 Malayan, 1 Maldivian, 44 British Indian, and 9 Native craft,—or a total of 90 ships of 29,272 tons, and a loss of 127 lives. There were 199 Casualties to British vessels, 9 French, 4 Italian, 1 American, 1 Norwegian, 2 German, 1 Egyptian, 1 Turkish, 1 British Burman, 79 British Indian and 5 Native craft,—or a total of 303 ships, and a loss of 28 lives.

2. When compared with the year 1881, this shows an increase of 27 in the number of Wrecks, of 207 in the number of Casualties, and a decrease of 31 in the number of lives lost.

3. The only case of total loss by fire, reported during the year 1882, was that of the American ship *Valiant*, which occurred whilst she was lying in the river Hooghly. The wreck was caused through the carelessness of the boatswain having sent two of the crew down into the forepeak with a lantern, one of the panes of which was broken, in order to carry out his orders regarding some work. No Court of Inquiry was held; as the occurrence had been caused by the action of the crew, in this case, they were prosecuted in a Magistrate's Court and fined. The ship was insured at Boston for $48,000 (Rs, 1,08,000), which sum was presumed to be her full value; the value of the cargo was Rs. 3,00,000.

4. The Casualties by fire during the year were slight, the most serious being the damage sustained by the British ship *County of Peebles,* whilst she was anchored at No. 10 Esplanade moornings in the river Hooghly. It was caused by a spark from the galley funnel lighting on a bale in the lower hold: and was an unavoidable accident. The cargo, valued at Rs. 1,27,540, was totally destroyed; the amount of damage to ship was estimated between Rs. 80,000 and Rs. 90,000. A fire, caused by two sailors broaching a cask of rum during the night of the 12th July, occurred on board the British barque *Sea Queen*, when 39 miles S.E. of Santipilly rock; amount of damage to ship, valued between £3,000 and £4,000. A considerable portion of the cargo was lost and damaged, but its value was not reported. One man was severely burnt, and was sent on shore for medical treatment at Calingapatam; he eventually recovered. The British barque *Countess of Kintore*, lying in the Rangoon river, was wilfully burnt; the master stated that he suspected one of the ship's men of incendiarism. Value of damage to ship not reported; the cargo was partially lost, valued at Rs 11,600. A fire also took place on board the British ship *Great Victoria*, 40 miles west of Bombay harbour, when the damage to the cargo was estimated at Rs. 9,084; no damage to ship. The origin of this fire was attributed to spontaneous combustion of coal. A fire, from some unknown cause, occurred on board the British screw steamer *Burmah,* when about 2 miles S.W. of the Manora breakwater, Kurrachee; damage to steamer, value R1,370. The cargo was partially lost, value Rs. 8,600. The British screw steamer *Honan*

took fire whilst near the Dædalus shoal in the Red Sea; the origin was said to be attributed to one of the ship's crew having handled a lantern carelessly when in the forehold. Six men were burnt, of whom one died 18 hours after the accident. No damage to ship or cargo. A fire on board the British screw steamer *Athabasca* was caused by spontaneous combustion; no damage was done to either ship or cargo, in consequence of speedy assistance being rendered in Bombay harbour.

5. A large number of collisions is again recorded. It will be observed that the majority of the collisions were attributed to the carelessness of the pilots or masters in charge; whilst in 19 instances the collision was unavoidable; 17 other cases are noted in the Return, which require no comment.

6. The following analyses show: (A) the causes to which the disasters are to be attributed; (B) the general localities in which the Wrecks and Casualties occurred; (C) the number of reported Wrecks and Casualties in each month of the year 1882, total tonnage, and number of lives lost; (D) the number of reported Wrecks and Casualties, total tonnage, and number of lives lost during the years 1865 to 1882, inclusive:—

A *Causes to which the disasters are to be attributed.*

	Strandings,														
	Carelessness of master.	Carelessness of pilot.	Incorrect charts.	Mistaken identity of light.	Mistaken identity of land.	Cyclone.	Tides and currents.	Stress of weather.	To prevent foundering.	Overladen.	Neglect of lead.	Fogs.	Unavoidable.	Not reported.	Unknown.
Wrecks.															
British and Foreign	13	...	...	...	1	...	...	2	...	...	1	1	1	...	...
British Indian and Native Craft	2	...	...	...	...	2	8	27	3	1	...	...	...	...	...
Casualties.															
British and Foreign	5	1	1	1	...	...	1	...	...	...	...	...	...	4	1
British Indian and Native Craft	2	1	...	...	...	1	2	2	...	...	...	...	...	...	...

A continued.—*Causes to which the disasters are to be attributed.*

	Groundings.										
	Carelessness of master.	Carelessness of pilot.	Carelessness of first officer.	Cyclone.	To avoid collision.	Tides and currents.	Stress of weather.	Eddy tide.	Not reported.	Unavoidable.	Unknown.
Wrecks.											
British and Foreign	...	...	...	...	...	...	...	...	...	...	...
British Indian and Native Craft	...	...	...	...	...	...	...	...	...	...	...
Casualties.											
British and Foreign	4	14	1	1	1	...	...	2	2	44	1
British Indian and Native Craft	3	1	...	...	...	7	4	...	...	1	...

A continued.—*Causes to which the disasters are to be attributed.*

	Collisions.												
	Carelessness of master.	Carelessness of pilot.	Carelessness of first officer.	Carelessness of boat.	Gale.	Fogs.	Tides and currents.	Want of lights.	Eddy tide.	Stress of weather.	Not reported.	Unavoidable.	Unknown.
Wrecks.													
British and Foreign	...	...	...	...	...	...	...	...	...	...	...	...	...
British Indian and Native Craft	...	...	1	...	...	...	...	...	...	...	...	...	...
Casualties.													
British and Foreign	24	8	1	2	...	2	1	...	4	1	1	19	...
British Indian and Native Craft	13	1	...	...	1	...	...	3	...	...	...	...	1

A continued.—*Causes to which the disasters are to be attributed.*

	Founderings.							
	Carelessness of master.	Carelessness of pilot.	Stranding.	Collision.	Heavy weather.	Stress of weather.	Tides and currents.	Unseaworthy.
Wrecks.								
British and Foreign	...	...	1	2	1	1	...	...
British Indian and Native Craft	2	1	...	...	1	8	...	...
Casualties.								
British and Foreign	...	...	...	...	...	...	...	...
British Indian and Native Craft	...	...	...	...	...	3	1	1

A continued.—*Causes to which the disasters are to be attributed.*

	Miscellaneous.														
	Fire—incendiarism.	Fire—spontaneous combustion.	Fire—carelessness of crew.	Fire—unavoidable.	Fire—unknown.	Sprung a leak—heavy weather.	Sprung a leak—carelessness of masters.	Sprung a leak—unseaworthy.	Sprung a leak—stress of weather.	Sprung a leak—unavoidable.	Sprung a leak—unknown.	Damage to hull—cyclone.	Damage to hull—heavy weather.	Damage to hull—heavy seas.	Damage to hull—stress of weather.
Wrecks.															
British and Foreign	...	...	1	...	...	...	...	2	1	...	...	...	...	...	...
British Indian and Native Craft	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
Casualties.															
British and Foreign	1	2	2	1	1	11	...	...	3	...	...	2	3	1	2
British Indian and Native Craft	...	...	...	...	...	...	2	1	8	1	2	1	...	...	...

	Miscellaneous.				
	Loss of masts, spars, sails, &c.—cyclone.	Loss of masts, spars, sails, &c.—Heavy weather.	Loss of masts, spars, sails, &c.—Stress of weather.	Damage to engines—carelessness of engineer.	
Wrecks.					
British and Foreign	...	...	...	...	
British Indian and Native Craft	...	...	...	...	
Casualties.					
British and Foreign	3	4	2	1	
British Indian and Native Craft	1	...	1	...	

A concluded.—*Causes to which the disasters are to be attributed.*

	Miscellaneous.																				
	Damage to engines—not reported.	Damage to engines—unavoidable.	Damage to engines—unknown.	Loss of anchors and cables—cyclone.	Loss of anchors and cables—eddy tide.	Loss of anchors and cables—stress of weather.	Loss of anchors and cables—unavoidable.	Loss of anchors and cables—not reported.	Capsized—carelessness of master.	Capsized—overladen.	Capsized—heavy weather.	Capsized—tides and currents.	Capsized—stress of weather.	Capsized—unavoidable.	Capsized—unknown.	Swamped—high seas.	Swamped—stress of weather.	Swamped—overladen.	Wilfully abandoned—fear.	Total.
Wrecks.																					
British and Foreign	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28
British Indian and Native Craft	...	...	...	...	...	...	...	...	1	1	1	2	...	...	...	...	...	...	1	...	62
Casualties.																					
British and Foreign	3	3	19	2	1	1	2	1	...	...	...	...	...	...	...	...	...	...	...	...	218
British Indian and Native Craft	...	...	...	...	...	...	...	...	1	1	...	...	11	1	1	1	3	1	...	...	85

B.—*General localities in which the Wrecks and Casualties occurred.*

	East coast of Africa.	North-East coast of Africa.	Gulf of Aden.	Red Sea.	South coast of Arabia.	Persian Gulf.	Arabian Sea.	Sind Coast.	Kathiáwár Coast.	Gulf of Cambay.	Bombay Coast.	Goa Coast.	Malabár Coast.	Indian Ocean.	Maldives.	Ceylon Coast.	Coromandel Coast.	Madras Coast.	Orissa Coast.	Hooghly River.	Sandheads.	Sunderbunds.	Chittagong Coast.	Burma Coast.	Andamans.	Nicobars.	Bay of Bengal.	Total.
Wrecks.																												
British and Foreign	...	2	...	3	...	...	...	1	...	...	1	1	1	...	...	...	1	1	1	2	3	3	...	16	1	...	2	28
British Indian and Native Craft	...	1	1	...	...	1	...	1	1	10	18	...	6	...	...	2	...	...	4	2	1	10	1	1	...	2	...	62
Casualties.																												
British and Foreign	1	...	4	20	6	...	15	1	1	...	16	...	...	19	1	6	2	1	...	74	7	...	15	22	1	...	6	218
British Indian and Native Craft	...	...	...	...	...	...	...	1	...	10	45	...	1	...	...	1	4	1	...	...	...	7	12	...	...	2	...	85

C.—*The number of reported Wrecks and Casualties in each month in Indian waters during the year 1882, the total tonnage of vessels wrecked, and the number of lives lost.*

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Number of Wrecks	6	11	4	6	13	17	6	4	8	7	4	4	90
Number of Casualties	11	20	21	29	29	32	31	21	29	33	27	20	303
Total tonnage of vessels wrecked	234	736	1,672	1,421	4,519	4,205	4,414	1,611*	1,052†	3,929	2,484	2,995	29,272
Lives lost	2	27	...	...	52	20	36	...	6	4	...	8	155

* The tonnage of the Native battalia *Parlial* was not reported, and is therefore not included.
† Does not include the Arabian bagla *Khádra*, tonnage not reported.

D—*Comparative Statement showing the reported number of Wrecks and Casualties in Indian Waters, total tonnage, and the number of lives lost from 1865 to 1882.*

Year.	Number of Wrecks and Casualties.	Total tonnage lost.	Lives lost.	Remarks.
1865	28	14,443	6	
1866	32	15,597	35	
1867	37	17,417	49	
1868	20	12,558	19	
1869	55	25,688	279	
1870	44	14,809	51	
1871	47	18,294	118	
1872	106	34,238	143	Exclusive of four vessels supposed to have been lost.
1873	42	12,110	3	
1874	69	16,656	85	
1875	62	11,193	65	
1876	110	23,866	96	Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Javad*, both wrecked in the Red Sea.
1877	163	26,847	142	Not including the master and crew of the *Anadne*, supposed to have foundered.
1878	228	35,873	131	Not including the master and crew of the *Lady Rawlinson*, supposed to have foundered, and also of the *Fattel Carim*, *Futtay Rosack*, *Lady Amherst*, and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Fattel Carim*, *Futtay Rosack*, *Lady Amherst* and *William Stevenson* was not reported, and is therefore not included.
1879	481	32,541	357	The number lost in the *Essex* was not reported.
1880	206	15,662	120	
1881	259	17,814	186	Does not include the missing ship *Nebo*.
1882	393	29,272	155	

7. From the foregoing it will be seen that during the past 18 years (1865 to 1882, inclusive) the annual average number of the reported Wrecks and Casualties in Indian Waters has been 132, the average tonnage lost was 20,826, and the number of lives lost 113.

J. MENTEITH BREBNER, *Lieut. (Late I.N.)*,
Officiating Port Officer
and Registrar of Wrecks.

PORT OFFICE,
Calcutta, 15th June 1883.

TABULAR STATEMENT OF THE WRECKS,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
1	*Laxmeeprasad*	42	British Indian padow	1st January	Ponáni	Broach
2	*Hodi*	4	British Indian muchwa	2nd ditto	Bilimora	Dholera
3	*Mysore*	41	British Indian dhoney	4th ditto	Waligama	Colombo
4	*Suffinathoollah*	125	French schooner	9th ditto	Maulmain	Rangoon
5	No name	9	British Indian diggy	26th ditto	Bhowaniganj (Noakhali)	Chittagong
6	Ditto	13	British Indian boat	26th ditto	Ditto	Ditto
7	*Stri Venkataswerloo*	103	British Indian schooner	1st February	Narainganj	Ditto
8	*Lakimi Prosad*	4	British Indian patia	11th ditto	Hidgili	Sabarnekha
9	*Dhanprasád*	33	British Indian padow	15th ditto	Bombay	Broach
10	*Dexterous*	388	British barque	15th ditto	Cocanada	Gopalpur
11	*Dariádolat*	45	British Indian padow	17th ditto	Bombay	Dholera
12	*Eswaraprasad*	33	British Indian sloop	20th ditto	Calcutta	Sartha

WATERS DURING THE YEAR 1882.

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable	Number of lives lost or saved.	Cargo lost or saved.
25 tons cocoanuts and bamboo blinds; value not given	Three miles north of Ponáni port	Malabár coast	Stranding. To prevent foundering	None lost	Partially lost; value Rs. 350.
Jowari; value Rs. 275	Three miles south of Khún lighthouse	Gulf of Cambay	Foundering. Stress of weather	Two lost.	Totally lost.
Coral stones; valued at £35.	At Galkisse, about six miles South of Colombo.	Ceylon coast	Stranding. Stress of weather	None lost	Ditto.
103 tons lime; value Rs. 1,700.	On the Western sands, entrance to Rangoon river, Gulf of Martaban.	Burma coast	Stranding. Ignorance of the master.	Ditto	Ditto.
Rice; value not given.	On a sand bank at the entrance to Chiring khal, Jalchira river.	Sunderbuns	Stranding. Stress of weather	Ditto	Ditto.
Ditto	On a sand bank in the Jalchira river	Ditto	Ditto ditto	Ditto	Ditto.
510 bales jute; value Rs. 11,730.	On the sand off Jalchira river near Bidou, Hattyah.	Ditto	Foundering. Carelessness of pilot.	Ditto	Ditto.
Coals, tobacco leaf, &c.; value Rs. 200.	On shore a mile off the port of Sabarnrekha.	Orissa coast	Stranding. Stress of weather	Ditto	Ditto.
Hoop iron, rice, sack cloth, &c.; value Rs. 6,600.	Off Kálai creek, about five miles to the north of Bhagva.	Gulf of Cambay	Foundering. Stress of weather.	Ditto	Rs. 3,000 worth was lost; the remainder damaged.
In ballast	About 500 yards east of the flagstaff, Puri roads.	Orissa coast	Stranding. Carelessness of master.	Ditto	.....
Cocoanuts, rice, dates, &c.; valued at Rs. 3,330.	About a mile and a half off the Khún lighthouse.	Gulf of Cambay	Capsized. Tides and currents	Ditto	Cargo worth Rs. 3,240 was lost, and the remainder damaged.
900 maunds of coals; value Rs. 253.	On the shore at the entrance to Sartha river.	Orissa coast	Stranding. Stress of weather	Ditto	Partially lost; value Rs. 112.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
13	*Jogonathprasad*	50	British Indian brig	20th February	Calcutta	Sartha
14	*Ghattal*	40	British Indian paddle steamer.	21st ditto	Ghattal	Calcutta
15	No name	11	British Indian dingy	24th ditto	Hattyah	Chittagong
16	No name	18	British Indian boat	24th ditto	Dukhin Shabazpore	Ditto
17	No name	11	Ditto ditto	24th ditto	Jabbar Ali Ghona (Noakhali.)	Ditto
18	*Valiant*	1573	American ship	7th March	Calcutta	New York
19	*Woolándi*	7	British Indian hodi	17th ditto	Málvan	Ankola
20	*Sugar Pursad*	75	British Indian kotia	22nd ditto	Aden	Bombay *viâ* Makalleh and Veráwal.
21	No name	17	British Indian boat	27th ditto	Shaibghatta (Noakhali)	Calcutta
22	*Venturosa*	440	Portuguese barque	1st April	Goa	Cochin and Lisbon
23	*Marina Rocco*	689	Italian barque	18th ditto	Rangoon	Falmouth
24	*Meeram Bux*	100	Malayan schooner	21st ditto	Penang	Belu Palour (Nicolars)

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
1,750 maunds of coals; value Rs. 492.	On shore, near the entrance to Channa port.	Orissa coast	Stranding. Stress of weather	None lost	Partially lost; value Rs. 239.
None	Off No. 6 Pontoon, Hooghly bridge	Hooghly river	Foundering. Carelessness of master.	Twenty-seven lost.	.....
300 maunds paddy; value Rs. 300.	Near Dhopar khal, Sundeep	Sunderbuns	Foundering. Stress of weather	None lost	Totally lost.
400 maunds rice; value Rs. 500.	On the shore at Noa Alam khal, Hattyah river.	Ditto	Stranding. Stress of weather	Ditto	Ditto.
300 maunds paddy; value Rs. 146.	Off Noa Alam khal, Hattyah river	Ditto	Foundering. Stress of weather.	Ditto	Ditto.
Jute cuttings in bales, shellac, cutch and hides; value Rs. 3,00,000.	Off Hasting's moorings	Hooghly river.	Fire. Carelessness of crew	Ditto	The cargo was all more or less destroyed.
Gram, nuts; &c.; value Rs. 210.	On a rock off Ankola, near Kumta	Bombay coast.	Stranding. Stress of weather	Ditto	Partially lost; value Rs. 84.
Miscellaneous; value not known.	On shore, 15 miles N. E. of Rás Seilan	Gulf of Aden	Ditto ditto	Ditto	Totally lost.
450 maunds rice and betel-nuts; value Rs. 900.	At Shuluk chur, Jalchira river	Sunderbuns	Sprung a leak. Stress of weather	Ditto	Ditto.
Seeds; value not known.	On the bar, a little to the south of Gaspar Dias, fort, Goa river	Goa coast	Stranding. Stress of weather	Ditto	Little or no damage to cargo.
1,000 tons rice; value not given.	To the westward of the Andamans in latitude 11°07′ N. longitude 93°50′ E.	Bay of Bengal.	Sprung a leak. Unseaworthy	Ditto	None lost.
Cocoanuts, copra and rice; value Rs. 426.	On a rock off Kaihul, about 16 miles from Camorta.	Nicobars	Stranding. Carelessness of master	Ditto	Totally lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
25	*Oung Ban*	90	British Burman schooner	21st April	Katchall	Maulmain
26	*Kniep What*	66	British Burman kattoo	25th ditto	Rangoon	Mergui
27	*Ruparel*	36	British Indian padow	28th ditto	Sundrai (near Bhávnagar)	Bombay
28	*Mohusser*	673	British Indian barque	1st May	Calcutta	Mauritius
29	*Margaret*	14	British Indian boat	2nd ditto	Surat	Gogha
30	*Dariadowlat*	43	British Indian padow	4th ditto	Bombay	Bhávnagar
31	*Ratnagiri*	44	Ditto ditto	7th ditto	Ditto	Surat
32	*Khengti*	7	British Indian muchwa	7th ditto	Ditto	Bánkot
33	*AbdoolRahamanee* (*See Casualties, No.* 95.)	47	British Indian pattimar	14th ditto	Ditto	Anjanvel
34	*Luxmiprasad*	30	British Indian padow	17th ditto	Dhotera	Bombay
35	*Eswanty*	30	British Indian pattimar	19th ditto	Ponáni	Ditto
36	*Alimadath*	42	Ditto ditto	Ditto ditto	Cochin	Mangalore

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Cocoanuts; value Rs. 4,500.	On the shore near Kaihul, about 16 miles from Camorta.	Nicobars	Stranding. Overladen	None lost	Totally lost.
General; value Rs. 7,000.	On the sands off Naboolay in latitude 14° 18' N., longitude 98° 0' E.	Burma coast	Stranding. Stress of weather	Ditto	Ditto.
Salt earth; value Rs. 400.	In two fathoms of water near the Daman bar.	Gulf of Cambay	Foundering. Stress of weather.	Ditto	Ditto.
25,000 maunds of rice and grain; value Rs. 75,000.	On the Saugor sands, three miles north of the Intermediate lightship.	Sandhead	Stranding. Carelessness of master.	Thirty-seven lost.	Ditto.
Oil cakes, jaggery and gram; value Rs. 565.	On Luvára shoal, entrance to the Broach river.	Gulf of Cambay	Stranding. Stress of weather	None lost	Rs. 396 worth was lost, and the remainder damaged.
Jowari, bajri, &c.; value Rs. 8,671.	On the shore near Bhagva	Ditto	Ditto ditto	Ditto	Rs. 1,494 worth was lost, and the remainder damaged.
Kerosine oil, iron, paddy, &c.; value Rs. 4,180.	On a sand bank off Damas, Tapti river	Ditto	Ditto ditto	Ditto	Rs. 3,200 worth was lost, and the remainder damaged.
General; value Rs. 2,000.	Off Kundari Island Fort, entrance to Bombay harbour.	Bombay coast	Sprung a leak. Stress of weather.	One lost	Totally lost.
General; value not reported.	Off Dabhol	Ditto	Collision with S. S. *Knight of St. Patrick.* Carelessness of first officer of *Knight of St. Patrick.*	None lost	Ditto.
Cotton and empty wooden casks; value Rs. 14,929.	On the Málpur shoal	Gulf of Cambay	Stranding. Stress of weather	Ditto	Ditto.
Cocoanuts and coir; value Rs. 1,737.	On the shore at Vádánápilli, within the limits of the port of Cochin.	Malabar coast	Ditto ditto	Ditto	Partially lost value Rs. 1,600.
Cocoanuts, oilcakes, and chillies; value not reported.	On the shore south of the eastern end of Mount Dilly.	Ditto	Ditto ditto	Ditto	Partially lost; value Rs. 725.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
37	*Socotra*	1,240	British screw steamer	19th May	Calcutta	Maulmain
38	*Stree Renganayagee*	480	British Indian barque	20th ditto	Bombay	Negapatam
39	*Luigia C*	1,001	Italian barque	22nd ditto	Liverpool	Rangoon
40	*San Agostino*	868	Ditto	22nd ditto	Rangoon	The Channel
41	*Fatterrahimany*	76	Native kotia	2nd June	Kumta	Bombay
42	*Daryabahadar*	20	British Indian padow	2nd ditto	Bombay	Anjanvel
43	*Mahadeoprasad*	91	Native ganja	2nd ditto	Jaygad	Bombay
44	*Tukut Rehman*	110	Native gulbut	3rd ditto	Kumta	Ditto
45	*Fatte Islam*	25	Portuguese Native craft	3rd ditto	Devgad, near Ratnagiri	Not given
46	*Dhanprasad*	30	British Indian craft	3rd ditto	Goa	Broach
47	*Machimar Zimagi*	8	British Indian muchwa	4th ditto	At anchor at	Jaygad
48	*Kassiprasad*	40	Nativ padow	4th ditto	Bhávnagar	Bombay

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
300 bags turmeric; value not reported.	On the sands N. W. of Bheeloo-gywon island, Gulf of Martaban.	Burma coast	Stranding. Carelessness of master.	None lost	Totally lost.
390 tons salt; value Rs. 35,000.	On the shore opposite the Traveller's bungalow at Ponáni.	Malabár coast	Stranding. Gale	One lost	Rs. 23,000 worth was lost and damaged.
1,500 tons of coals; value about £ 900.	On the sands off Phyapon river, about 25 miles west of the Krishna shoal, Gulf of Martaban.	Burma coast	Stranding. Neglect of lead.	Thirteen lost	Totally lost.
1,248 tons rice; value about Rs. 62,000.	In latitude 15° 31'N., longitude 94° 26'E., Gulf of Martaban.	Ditto	Foundering. Stranding	None lost	Ditto.
Cotton and betel-nuts; value Rs. 7,009.	On the rocks off Kundari island	Bombay coast	Stranding. Stress of weather	One lost	Rs. 6,700 worth was lost, and the remainder damaged.
None	In the port of Harnai	Ditto	Abandoned. Fear	None lost	.....
Rice, sandal, copra, &c.; value Rs. 14,000.	On the bar at Kholthar creek, near Harnai.	Ditto	Stranding. Stress of weather	One lost	Rs. 9,000 worth was lost and Rs. 1,000 damaged.
Cotton and coir yarn; value Rs. 14,860.	On a rock off the mouth of the Manori creek.	Ditto	Ditto ditto	None lost	Rs. 5,760 worth was lost, and R. 2,000 damaged.
Cocoanuts; value Rs. 1,031.	On a rock opposite the Kelva Máhim-bándar.	Ditto	Ditto ditto	Ditto	Partially lost; value Rs. 560.
Cocoanuts; value Rs. 1,596.	About a mile and a half off the Tapti lighthouse.	Gulf of Cambay	Foundering. Stress of weather.	One lost	Partially lost; value Rs. 700.
None	On the rocks near Hedvi point	Bombay coast	Stranding. Tides and currents	None lost	.....
Cotton yarn, and surgical instruments; value Rs. 14,192.	On shore at the mouth of Phoparan creek, Tárápur.	Ditto	Stranding Stress of weather	Ditto	Partially lost; value not known.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
49	*Salamati*	8	British Indian muchwa	4th June	At anchor	at Jaygad
50	*Bhawani*	6	Ditto ditto	4th ditto	At anchor	at Jaygad
51	*Ganpati*	4	Ditto ditto	4th ditto	At anchor	at Jaygad
52	*Alice*	27	British barque	10th ditto	Cochin	Tellicherry, Bordeaux and Havre.
53	*Leone*	847	Italian barque	12th ditto	Table Bay	Rangoon
54	*Allo*	65	British Indian kotia	12th ditto	Bombay	Bet (Gujarát).
55	*Gauja Laxmiprasad*	104	Native padow	14th ditto	Ditto	Cutch Mándvi
56	*Franciscopolis*	378	French barque	16th ditto	Calcutta	Jamaica
57	*Moskwa*	1,766	Russian screw steamer	19th ditto	Vladiostock (Russian Tartary.)	Odessa (Black Sea)
58	*Norwood*	1,197	British barque	5th July	Riode Janeiro	Diamond Island (Burma)
59	*Gedeon Marie*	231	French brig	6th ditto	Cocanada	Réunion
60	*Fleurs Castle*	1,622	British screw steamer	9th ditto	Hankow	London

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
None	On the rocks near Hedvi point	Bombay coast.	Stranding. Tides and currents.	None lost	
Ditto	Ditto ditto	Ditto	Ditto ditto	Ditto	
Ditto	Ditto ditto	Ditto	Ditto ditto	Ditto	
Coffee, pepper and cocoanut oil; value Rs. 4,00,000.	At a fishing village about half a mile to the southward of Máhe flagstaff.	Malábár coast.	Stranding. Stress of weather	Ditto	Partially lost; value not reported.
In ballast	On the western side of Little Cocos island.	Andamans	Stranding. Carelessness of master.	Ditto	
Ditto	On the shore at the mouth of the Kelva Máhim creek.	Bombay coast.	Stranding. Stress of weather	Ditto	
None	On the shore at the mouth of the Phoparan creek, Tárápur.	Ditto	Ditto ditto	Ditto	
Rice; value not reported.	At Saugor roads	Sandheads	Sprung a leak. Old and rotten.	One lost	None lost.
Tea; value not stated.	On the shore, 20 miles south of Rás Hafún.	N. E. coast of Africa.	Stranding. Mistaken identity of land.	None lost	Totally lost.
In stone ballast	On West reef, Preparis island, Gulf of Martaban.	Burma coast.	Stranding. Carelessness of master.	Ditto	
335 tons of grain; value Rs. 17,900.	About 50 miles S. S. E. of the Hope Island lighthouse.	Madras coast.	Sprung a leak. Stress of weather	Ditto	Partially lost; value Rs. 8,000.
Tea; value not reported.	On Cape Guardafui, in latitude 11° 48′ N., longitude 51° 15′ E.	N. E. coast of Africa.	Stranding. Carelessness of master.	Thirty-two lost	Totally lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
61	*Peruvian Congress*	1,278	British ship	18th July	Calcutta	Boston
62	*Salamthee*	64	Arabian bagla	26th ditto	Berbereh (N. E coast of Africa).	Aden
63	*Mohammedee*	22	Persian buggarah	30th ditto	Lying in Bushire harbour.	
64	*Sree Lutchmi Narsing Mulo.*	45	British Indian schooner	12th August	Narainganj	Chittagong
65	*Putton*	12	British Indian dingy	19th ditto	Suttah-ka-gote (Sind)	Keti
66	*Macbeth*	1,554	British ship	24th ditto	Melbourne	Chittagong
67	*Varisal*	Not reported	Native battalla	24th ditto	Baliapatnam	Bombay
68	*Ganeshprasad*	22	British Indian suvala	5th September	Diggi (Kanara)	Jaytapur
69	*Godawariprasad*	63	Native battalla	8th ditto	Cutch Mándvi	Calicut
70	*Faizur Rohoman*	145	British Indian brig	10th ditto	Narainganj	Chittagong
71	*Lakhmiprasad*	55	British Indian battalla	10th ditto	At anchor at	Surát
72	*Khádra*	Not reported	Arabian bagla	10th ditto	Maskat	Surat

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Genéral; value Rs. 2,50,000.	About 20 miles Westward of the Preparis Island, in latitude 15° 0′ N., longitude 93° 10′E.	Bay of Bengal.	Foundering. Stress of weather.	One lost	Totally lost.
General; value not given.	In latitude 10° 55′N., longitude 45° 0′E..	N. E. coast of Africa.	Ditto ditto	None lost	Ditto.
290 bags of wheat; value not stated.	In Bushire harbour	Persian Gulf	Foundering. Carelessness of master of S.S. *Bengal*.	Ditto	Ditto.
1,100 maunds sundries; value Rs. 5,000.	On the sands near the Patunga beacon, entrance to Kornafuli river.	Chittagong coast.	Stranding. Tides and currents	Ditto	Partially lost; value Rs. 2,500.
Rice; value Rs. 750	At Malirari-ka-gote, about 17 miles from Keti bundar.	Sind coast	Ditto ditto	Ditto	Totally lost.
800 tons ston ballast.	On the D'Apres shoal	Sunderbuns	Stranding. Carelessness of master.	Ditto	.....
Coconuts, value not given.	30 miles South of Mangalore in latitude 12° 34′N., longitude 74° 50′ E.	Malabár coast.	Capsized. Heavy weather	Ditto	Partially lost; value Rs. 2,080
None	On the Mandel rocks off Guhágar	Bombay coast.	Stranding. Stress of weather	Ditto	...n.
Ditto	On the rocks of Keeva point, near the Jaytapur lighthouse.	Ditto	Ditto ditto	Ditto	.....
Jute; value Rs. 7,000.	Abreast of Bashbaria, in the Sundeep channel.	Sunderbuns	Ditto ditto	Ditto	Totally lost.
None	On the shore at Náupurá ghát, Surat river.	Gulf of Cambay	Stranding. Tides and currents.	Ditto	.....
Limestones; value not stated.	On the shore near the walls of the Eastern fort, Veráwal bandar.	Káthiáwár coast	Stranding. To prevent foundering.	Ditto	Totally lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
73	*Navadi Madatsawami*	160	Native craft	11th September	Maskat	Bombay
74	*Chaul Amir*	200	British Indian brig	19th ditto	Narainganj	Chittagong
75	*Asie Mineuere*	407	French barque	29th ditto	Pondicherry	Ditto
76	*Aberdeenshire*	1,272	British barque	6th October	Glasgow	Calcutta
77	*Doulat Passa*	77	Native kotia	13th ditto	Bombay	Mangalore
78	*Oude*	282	British paddle steamer	14th ditto	Calcutta	Dibrughar and Assam
79	*Burra Bhundara*	110	Maldivian hori	15th ditto	Kulumadu Atool (Maldivh islands).	Calcutta
80	*Nil Desperandum*	45	British steam cutter	15th ditto	Kyouk Phyoo	East Borongo island (Akyab).
81	*Gulf of Finland*	1,506	British screw steamer	18th ditto	London	Sydney
82	*Goalpara*	637	British steamer	29th ditto	Calcutta	Dibrughar
83	*Ischia*	2,012	British screw steamer	19th November	Bombay	Liverpool
84	*Bombay* (*See Casualties No. 271.*)	196	British steamer	23rd ditto	At anchor 3 or 4 miles to	the E. N. E. of the Eastern

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Dates; value Rs. 22,000.	On the rocks to the south of Pos Pir point, entrance to Basseen creek.	Bombay coast	Stranding. Stress of weather	None lost	Totally lost.
180 bales jute; value Rs. 12,000.	On a sand bank off chur Sikandar in the Jalchira river.	Sunderbuns	Stranding. Tides and currents	Four lost	Ditto.
225 tons stone ballast.	In the Sundeep channel in latitude 22° 12′N., longitude 91° 33′E.	Ditto	Stranding. Fogs	None lost	.....
1,900 tons of iron railway sleepers; value not reported.	On the Subtermukhi sands.	Sandheads	Stranding. Carelessness of master.	Ditto	Totally lost.
General; value not given.	On shore, one mile north of the port boundary, Mangalore.	Malabár coast	Stranding. To prevent foundering.	Ditto	Partially lost; value Rs. 9,000.
None	In 9 fathoms of water, about half a mile South of Matea-bruj ghát.	Hooghly river	Foundering. Collision with ships *St. Mildred*, *Jura and Duleep Singh*. Unavoidable.	Ditto	.....
Cocoanuts and coir; value Rs. 8,400.	On the Eastern Brace sands	Ditto	Stranding. Cyclone	Four lost	Totally lost.
None	On a sunken rock in Combermere bay, half a mile S. S. E. of Keong Syak island, Kyouk Phyou harbour.	Burma coast	Stranding. Carelessness of master.	None lost	.....
3,000 tons general; value about £70,000.	On the reef off the East point of Jebel Zukur island.	Red Sea	Ditto ditto	Ditto	Partially lost; value £24,000.
General; value Rs. 5,800.	On a bank at the junction of the Seerfulla and Kaikalmari creeks.	Sunderbuns	Stranding. Unavoidable	Ditto	Totally lost.
4,850 tons of wheat, grain, coffee, wool, &c.; value £100,000.	On the Azalea reef, Perim island, in latitude 12° 38′N., longitude 43° 26′ E.	Red Sea	Stranding. Carelessness of master.	Ditto	Ditto.
Channel lightship.	Three or four miles to the E. N. E of the Eastern Channel lightship.	Sandheads	Foundering. Collision with ship *Thalatta*. Carelessness of master of ship.	Ditto	.....

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
85	*Name Unknown*	16	British Indian boat	23rd November	Calcutta	Noakhali
86	*De Grey*	260	British paddle steamer	30th ditto	Kotri (Sind)	Kurrachee and Calcutta
87	*Joydeb Prosad*	56	British Indian sloop	15th December	Calcutta	Channa (Orissa)
88	*Southern Monarch*	1,326	British ship	20th ditto	New castle (Australia)	Madras
89	*Hutton*	1,514	British screw steamer	22nd ditto	Bombay	Port Said
90	*Keveryletchemy*	99	Cingalese dhoney	27th ditto	Madras	Bernwala

WATERS DURING THE YEAR 1882—*concluded.*

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Coals; value Rs. 55	Near Lalan chur in the Jalchira river	Sunderbuns	Capsized. Tides and currents	None lost	Totally lost.
None	About 106 miles southward of Manora point, in latitude 23° 01′ N., longitude 67° 50′ E.	Sind coast	Foundering. Heavy weather	Ditto	.....
Coals and pitch; value Rs. 800.	Near the entrance to Channa port	Orissa coast	Foundering. Stress of weather	Ditto	Partially lost; value Rs. 140.
1,891 tons of coals; value not reported.	On the shore abreast of the Senate house, Madras harbour.	Coromandel coast.	Stranding. Carelessness of master.	Ditto	Partially lost; value £2,270.
2,740 tons linseed; value £17,000.	On the shore about 300 yards south of Obstruction point, Perim island.	Red Sea	Ditto ditto	One lost	Partially lost; value £13,000.
Bones; value £400	In the port of Bernwala, 34 miles south of Colombo.	Ceylon coast	Foundering. Gale	None lost	Totally lost.

NOTES ACCOMPANYING THE WRECK STATEMENT FOR JANUARY 1882.

1. The British Indian padow LAXMEEPRASAD [of Broach, 42 tons register, official number 1511, age 44 years], from Ponáni to Broach with a cargo of cocoanuts and bamboo blinds. On the morning of the 1st January the padow sprung a leak whilst under weigh, and all attempts to stop the leak being of no avail, she was run ashore 3 miles north of Ponáni port, Malabar coast. Value of padow unknown. Cargo partially lost, value R350. No lives lost.

2. The British Indian muchwa HODI [of Surat, 4 tons register, official number 3169, age unknown], from Bilimora (Káthiáwár) to Dholera with a cargo of jowari. At 3 A.M., on the 2nd January, she foundered during stormy weather when 3 miles south of Khún lighthouse, Gulf of Cambay. Muchwa valued at Rs. 200. Cargo R275. Two lives lost, the remainder swam ashore.

3. The British Indian dhoney MYSORE [of Galle, 41 tons register, official number 31256, age 24 years, not classed], from Waligama to Colombo with a cargo of coral stones. During rough weather, on the 4th January, the dhoney became unmanageable by the breaking of the halliard of the mainsail and drifted ashore at Galkisse, about 6 miles south of Colombo (West coast of Ceylon). Dhoney valued at £150. Cargo £35. Crew 12 men. No loss of life.

4. The French wooden schooner SUFFINATHOOLLAH [of Maulmain, 125 tons register, no official number and class, age 3 years], proceeded with a cargo of 103 tons lime from Maulmain to Rangoon with a registered certificate for the purpose of obtaining one there from the French Consul. She came down the Maulmain (Salween) river and got out of Amherst all right at 5-30 P.M., on the 8th January, and proceeded on for Rangoon. At 2 A.M. of the 9th sighted the Rangoon pilot schooner, made for it, and entered the river at 5-20 P.M. When between the Outer Red buoy and the Wreck buoy, in four fathoms of water, she tried to go round and stand to the eastward. But the vessel, owing to some eddies, remained head to the wind for a considerable time, and when she commenced to fall off, nearly went round to starboard, took the ground, and began rolling and bumping on the Western sands, entrance to Rangoon river, Gulf of Martaban (Burma coast) very heavily, and continued until the tide had left her sufficiently to bed herself. On the following morning, owing to a very strong wind and the sea rolling high, the vessel laboured frightfully, lost the rudder, and the boat got smashed on the tackle; the crew then constructed a raft in case of emergency. At Low tide, seeing no moderation in the weather, and having no boat left, thereby considering that lives were endangered, the master and crew abandoned her and walked to the nearest shore, where they arrived all safe but nearly exhausted. On the 13th the weather having moderated, the master proceeded on board and found the cargo on fire, caused by water getting to the lime, and on the 15th January the vessel was totally destroyed. Value of schooner, R5,300; cargo R1,700. Crew, 7 men. No loss of life. (The Port Officer, Rangoon, reported that the accident was occasioned through ignorance of the set of tide on the part of the master.)

[A Special Court of Inquiry was held at Maulmain in the Assistant Commissioner's Court, on the 16th February, under section 4 of The Indian Merchant Shipping Act, 1875, to investigate the circumstances attending the loss of the schooner *Suffinathoollah*. The Committee were of opinion that the loss of the schooner *Suffinathoollah* had been occasioned by no incompetency of the master as commander of the ship, but from an insufficient knowledge of the Rangoon river. The ship was under 200 tons, and taking a pilot was not therefore compulsory. The ship and cargo were the property of the master, and neither was insured; such being the case, the master considered himself justified, from the knowledge acquired in frequent visits to Rangoon in command of vessels, to make the attempt, which had resulted so disastrously to himself.]

5. A British Indian dingy (no name) [of Forasganj, 9 tons register, no official number, age about 11 years], from Bhowaniganj (Noakhali) to Chitagong

with a cargo of rice, was driven on to a sand bank on the evening of the 26th January at the entrance of Chiring khal, Jalchira river, Sunderbuns. Value of dingy and cargo was about R350. No lives lost.

6. A British Indian boat (no name) [of Balam Chur (Noakhali), 13 tons register, no official number, age about 12 years], from Bhowaniganj to Chittagong with a cargo of rice. On the evening of the 26th January she was driven by the wind on to a sand bank in the Jalchira river (Sunderbuns) and broke to pieces. Value of boat and cargo R450. No lives lost.

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7. The British Indian schooner STRI VENKATASWERLOO [of Cocanada, 103 tons register, official number not known, not classed, age not known], from Narainganj to Chittagong with a cargo of jute. On the 1st February, at about 9 P.M., the schooner got in shoal water suddenly, the anchor was let go, when she swung round, and touched the sand off Jalchira river near Bidou, Hattyah (Sunderbuns); she immediately rolled over, broke her masts and disappeared in two tides. Value of schooner not reported. Cargo all lost, value R11,730. Crew, 16 men. No loss of life. (It was reported that there was a native Chittagong serang as pilot on board the schooner at the time of the accident.)

8. The British Indian patia LAKIMI PROSAD [of Sabarnrekha (Orissa), 4 tons register, official number 14, age 14 years], from Hidgili to Sabarnrekha, with a cargo of coals, tobacco leaf, &c., and R100 in cash. On the 11th February she was at anchor off the port of Sabarnrekha (Orissa coast), and at 10 A.M., owing to strong southerly winds, she drifted on shore a mile off the port, where she broke up. Value of patia R40. Cargo all lost, value R200. No lives lost.

9. The British Indian padow DHANPRASAD [of Bulsár, 33 tons register, official number 963, age 16 years], from Bombay to Broach, with a cargo of hoop iron, rice, sackcloth, &c., valued at about R6,600. The padow left Bombay on the 7th February and reached Bhágva on the 12th, where she remained for a day. On the 14th she set sail, but only went as far as the Kalai creek, about 5 miles to the north of Bhágva (Gulf of Cambay), where, on the 15th February, she encountered stormy weather and foundered. Value of padow R1,500. R3,000 worth of cargo lost; the remainder damaged. No loss of life.

10. The British wooden barque DEXTEROUS [of Littlehampton, 388 tons register, official number 63703, age 12 years, re-classed at Lloyds A. I. for 7 years], left Cocanada in ballast to proceed to Gopalpur to load rice. There was a fresh southerly wind; the velocity, as recorded by the Meteorological Observer at Gopalpur, was 18 miles an hour. The weather was reported to have been fine, but somewhat hazy. As usual with such wind, there was a current running along shore to the N.E. The *Dexterous* overran her distance by about 60 miles, and from this fact it was presumed that the strength of the current somewhat exceeded two knots an hour. About daylight, on the 15th February, as she had run her distance, the master hauled in towards the land, which was then visible, to ascertain his position, and soon sighted a town on the shore with a flagstaff, which he thought might be Gopalpur, but which was afterwards ascertained to be Puri. A small native craft was lying at anchor in the roads. To make sure, he approached the shore under easy sail and prepared to anchor, and signalled the shore asking the latitude, which was signalled back to him. During this time the ship had been approaching the shore at the rate of 3 to 4 miles an hour, with her head in a direction between N.W. and W. by N. A man had been sent in the chains to take soundings, and it appeared that the lead was kept going from that time until the vessel struck. All hands were on deck standing by to carry out any order that might be given. About this time the mate, who was at work forward, thought that the vessel was getting too near the land, and he went aft and told the master so. He went forward and had got as far as the main hatchway when a cast of 12 fathoms was called, and the master then gave the order to veer the ship. The proper steps were at once taken to carry out this manœuvre, *viz.*, the helm was put up, after-yards braced in, and the head-sails, which had been hauled down while running free, were hoisted. The ship paid off slowly, and only about 4 points, there being a heavy swell on her quarter. All this time the water was shoaling rapidly, and when

4 fathoms was given the port anchor was let go. The ship touched the ground about the same time, 500 yards east of the flagstaff, Puri roads (Orissa coast), but yet swung round to her anchor, probably dragging it a little, and the chain running out freely to about 30 fathoms. By this time the ship was evidently in the breakers, and bumping heavily. It not being considered safe to lower the ship's boats, a small anchor was got ready to lay out and assistance signalled for; the sails were also taken in and furled as quickly as the crew were able to. Boats from the shore were unable to get off that day owing to the surf and current, and, towards evening the vessel began to make water. The crew remained on board till the night of the 16th, when they were taken off by shore masoolah boats, the ship being then full of water and a total wreck. The master and crew were sent by the local authorities at Puri to Calcutta, the wreck having been made over to Lloyd's agents. Value of vessel estimated at between R20,000 and R40,000. Crew, 11 men. No loss of life.

[A Special Court of Inquiry was held at the Port Office, Calcutta, by the Chief Presidency Magistrate, on the 15th and 16th March, to investigate the cause which led to the loss of the barque *Dexterous*. The Court was of opinion that the master's proceedings were correct up to the time of his commencing to signal, but that he then committed a grave error of judgment in not first putting the ship's head off shore, this being the usual precaution taken in such circumstances, and which would have ensured the safety of his ship. There was also no doubt that he over-estimated his distance from the shore, and that he deferred the operation of veering too long. This was clearly demonstrated from the mate's evidence, and from the proximity of the native craft at anchor, as these vessels invariably anchor as close as possible to the shore. The loss of the ship was, in the Court's opinion, due to the above causes; the fact also of there being a heavy swell, and the vessel being only in ballast trim, should have led the master to allow himself more room than usual for veering. The Court was of opinion that there was no evidence of negligence on the part of the master, who with his crew were sober and at their stations, and kept the lead going, but looking to the fact that his ship had been run on the beach in broad daylight, in moderate weather, and on a part of the coast where there are no outlying dangers, and the water shoaling regularly up to the beach, and further that the simple precaution was neglected of putting the ship's head outwards, before the master's attention was occupied by the signals, the Court considered that the master's certificate should be suspended, and the order of the Court was that the certificate of the master of the British barque *Dexterous* be suspended for three months from this date (16th March).]

The Lieutenant-Governor of Bengal concurred in the finding of the Court that the loss of the *Dexterous* was due to the unskilful navigation of the master, and confirmed the sentence of three months' suspension of certificate passed upon him.

11. The British Indian padow DARIADOLAT [of Bulsár, 45 tons register, official number 949, age 36 years], from Bombay to Dholera, with a cargo of cocoanuts, rice, dates, &c., valued at R3,330. On the 17th February the padow anchored at high tide in a dangerous place in the Gulf of Cambay, so that when the tide ran out of the Dholera creek she gave a considerable list to one side, and on the tide coming in again with great rapidity, she capsized when about a mile and a half off the Khún lighthouse. Padow valued at R1,500. Of the cargo R3,240 worth was lost, and the remainder was damaged. Crew, 11 men, saved themselves by swimming ashore. (The padow had no boats on board.)

12. The British Indian sloop ESWARAPRASAD [of Balasore, 33 tons register, official number not reported, age 20 years], from Calcutta to Sartha (Orissa), with a cargo of 900 maunds of coals, valued at R253. At 10 A.M. on the 20th February, when near the entrance to Sartha river (Orissa coast), she met with strong southerly winds, and was blown ashore. Value of sloop R562; cargo, worth R112, was lost, the remainder was saved. Crew, 7 men. No lives lost.

13. The British Indian brig JOGONATHPRASAD [of Balasore, 50 tons register, official number not reported, age 12 years], from Calcutta to Sartha, with a cargo of 1,750 maunds of coals, valued at R492. At 10 A.M. on the 20th February, when near the entrance to Channa port (Orissa coast), she met with

strong southerly winds, and was blown ashore. Value of brig R1,062; cargo worth R239, was lost, the remainder was saved. Crew 10 men. No loss of life.

14. The British Indian iron twin paddle steamer GHATTAL [of Calcutta, 40 tons register, official number 1704, age not reported] was an Inland passenger steamer. It appeared that she was coming up the Hooghly river from Ghattal, a village about 60 miles below Calcutta, which place she left on the 20th February with 127 native passengers on board. She reached Oolabaria at 3-30 P.M. and went on immediately and anchored for the night near the Bowreah mills. The following morning (21st February), as soon as the serang told the tindal that it was 3-30 A.M., she started up the river, and when she reached the Hooghly bridge it was just about dawn; she could see a little. The steamer in making for the 60-feet opening to be taken to her moorings at Mirbohor ghat, opposite the Mint, the strong tide drifted her from the passage, and the vessel on being backed and turned was swept broadside on to the fenders at No. 6 Pontoon; she was damaged very much, and filled and sank almost immediately. Value of steamer R12,000. She had a crew of 11 men and 127 passengers; 2 of the crew and 25 passengers were lost.

[A Court of Inquiry was held at Calcutta in the Chief Presidency Magistrate's Court, from the 13th to 15th March, to inquire into the cause of the collision of the Inland steamer *Ghattal* with the Hooghly bridge. The Court observed that in this case the S. S. *Ghattal*, on the 21st February, at 3-30 A.M. (in the dark), steered up the Hooghly river with the intention of shooting the bridge. When she was about twice her own length from the bridge, the Hooghly bridge look-out men saw her, perceived that she was steering for a place where there was no opening, and shouted to the crew of the steamer to go to their left. The steamer's helm was at once put to starboard, but as there was a strong flood tide running at the time, she drifted broadside on to one of the fenders, and sank almost immediately. The bright lights appear to have been burning properly, and every effort was made to save life. The Court was of opinion that the accident was caused by the serang in charge of the *Ghattal* attempting to shoot the Hooghly bridge in the dark. The Court recorded that the serang had been missing since the accident.]

15. A British Indian dingy (no name) [of Nilakhi, Hattyah, 11 tons register, no official number, age 4 years], from Hattyah to Chittagong, with a cargo of paddy, value R300. On the night of the 24th February the dingy was anchored in the Sundeep channel, and the wind blowing hard, the crew left her for fear of their lives, and she sank near Dhopar khal, Sundeep, Sunderbuns. Value of dingy not stated. Cargo all lost. No lives lost.

16. A British Indian boat (no name) [of Chur Goshai, Hattyah, 18 tons register, no official number, age 4 years], from Dukhin Shabazpore to Chittagong; with a cargo of rice, value R500. On the night of the 24th February she was driven ashore at Noa Alam khal, Hattyah river, Sunderbuns, and wrecked. Boat valued at R500. Cargo all lost. No lives lost.

17. A British Indian boat (no name) [of Gazee Chur, Hattyah, 11 tons register, no official number, age 16 years], from Jabbar Ali Ghona (Noakhali) to Chittagong, with a cargo of 300 maunds paddy, valued at R146. On the 24th February, whilst at anchor in the Noa Alam khal, Hattyah river, Sunderbuns, she sank in a storm. Value of boat, R325. Cargo all lost. No loss of life.

MARCH 1882.

18. The American wooden ship VALIANT [of Boston, United States, 1,573 tons register, official number 25902, age 7 years, classed at Veritas 3/3 L. I.*], from Calcutta to New York, with a cargo of jute cuttings in bales, shellac, catch, and hides valued at R3,00,000. The vessel had taken in a full cargo, and was on the point of taking her departure for New York, having left her moorings at about 12-30 P. M., on the 7th March, and was lying out in the stream off Hastings' moorings, river Hooghly, awaiting the turn of the tide, which would take place at 5 P. M., when suddenly a volume of smoke burst forth from under the forecastle, on which the officers and several of the crew were standing at the time, making preparations for stowing away the cable, &c., for

the voyage. Without loss of time the men were set to work with buckets to try and subdue the fire, but the flames broke out with such violence as to make any hope of extinguishing it in that way futile. The fire bell was rung, and the vessel was allowed to drop down opposite the Kidderpore bridge. At about 6-30 P. M., the tug *Hetty* arrived and commenced playing on the fire with her hose, and half an hour later, the fire brigade was in attendance under the superintendence of the River Police; but in spite of all their endeavours, the fire defied the efforts made to subdue it. The masters and crews of the ships *Macedon*, *Staffordshire*, *Governor Wilmot*, *Harvard*, and *Anahuac* at once placed themselves under the direction of the fire brigade, and gave every assistance they possibly could. At about 1 P. M., on the 8th, the vessel was stranded off Tolly's nala, on the western side of the river, and the Port Commissioners' fire engine steamers, engaged one on each side, constantly pumped water into her, but owing to the force of the tide causing her to swerve from her original position, she swung round, the stern being in deep water, whilst the forepart was still aground, and at 8. o'clock the weight of the water caused her to break her back. She was insured at Boston for $ 48,000 (R1,08,000) which sum was presumed to be her full value. The ship's hull, with masts, spars, sails, and stores were sold by public auction and realised about R17,500 for the benefit of the concerned. The cargo was all more or less destroyed, value not known. Crew, 23 men. No loss of life.

(This wreck was caused through the carelessness of the boatswain, who sent two of the men down into the fore-peak in order to execute some work with a lantern, one of the panes of which was broken. The lantern being placed on some loose jute, the flame of the candle being agitated by the wind, communicated with some of the jute, and the flames spread over the whole cargo. No Court of Inquiry was held, but in this case the fire having been caused by the action of the crew, they were prosecuted in the Magistrate's Court and fined.)

19. The British Indian hodi WOOLANDI [of Málvan, 7 tons register, official number 1401, age about 14 years], from Málvan to Ankola near Kumta with a cargo of gram, nuts, &c. About 7 A. M., on the 17th of March, a strong north-west wind drove the hodi on to a rock off Ankola, Bombay coast. Value R150; cargo worth R34 was lost, and a portion, valued at R50, damaged. No loss of life.

20. The British India kotia SUGAR PURSHAD [of Bombay, 75 tons register, official number and age not known], from Aden to Bombay *viâ* Makalleh and Veráwal with a miscellaneous cargo. On the 22nd of March, when in latitude 13° 15′ N., and longitude 45° 31′ E. (Gulf of Aden), the kotia's mainmast split when a course was shaped for Aden; through very strong and unfavourable winds, she was drifted towards the shore, and was anchored in five fathoms. She sprang a leak, the cable was cut, and she drove on shore, 15 miles north-east of Ráś Seilan, and became a total wreck. Value of the kotia and cargo unknown. Crew 10 men. No lives lost.

21. A British Indian boat (no name), [of Musapur, 17 tons register, no official number, age 6 years], from Shaibghatta (Noakhali) to Calcutta, with a cargo of rice and betelnuts, value R900. On the 27th March, when at Shuluk-chur, Jalchira river (Sunderbuns), during a sudden storm, the planking of the boat was ruptured. Value of boat unknown. Cargo all lost. No lives lost.

APRIL 1882.

22. The Portuguese wooden barque VENTUROZA [of Lisbon, 440 tons register, official number not reported, age 19 years, classed first class], from Goa to Cochin and Lisbon with a cargo of seeds. The barque, whilst proceeding out of Goa river on the night of the 1st April, encountered heavy weather and stranded on the bar a little to the south of Gaspar Dias Fort (Portuguese territory). Value of barque 15 contos; the whole of the cargo had been saved, but with some slight damage; value not reported. Crew 15 men. No lives lost.

23. The Italian wooden barque MARINA ROCCO [of Genoa, 689 tons register, official number 1004, age 12 years, class not reported], from Rangoon to Falmouth with a cargo of rice. It appeared that on the 18th of April, the vessel, when to the westward of the Andamans, in latitude 11° 07′ N., longitude

93°50′ E. (Bay of Bengal), lost two staysails in an easterly wind and rough sea, and having commenced to leak seriously, *viz.*, six inches per hour, the master put back for Rangoon. On her arrival the ship had to discharge her cargo, and was placed on the gridiron at Dalla for the purpose of being surveyed. On the 25th May she underwent a thorough examination, and the surveyors reported that the keel was very much wormed, bent up about 60 feet from the stern, and drooping again towards the forefoot from 15 to 18 inches. The sternpost also very much wormed, and that the garboard streak of planking also wormed, but from the fact of the tide not ebbing sufficiently far enough, was unable to be examined further by removing part of it. In the ship's hold the beam ends had started; knees, both beam arm and frame arm, very much sprung, varying from ⅜ths of an inch to 1¾ inches; bolts of knees started and many very slack. The floors had also sprung or started in the way of the fore hatch and foremast, but as the limber boards and dunnage ceiling not being removable, were not examined. The surveyors recommended that, to make the vessel thoroughly seaworthy, an entire new keel, the wormed portion of sternpost to be cut out as required, and if far in, to be renewed, ship to be placed on blocks to bring her straight, and kept in that position till all the fastenings in the fore body of the ship were gone over and refastened, also recommended sister keelsons to be put in about 5 feet from the main keel, 14 inches square, to stiffen the ship and keep her straight. To effect these most important repairs, it was absolutely necessary that the *Marina Rocco* should be put either on a slip or dry dock so as she might be carried on her bilges (the blocks the vessel was on had too little surface). The Italian Consul at Rangoon finding that the cost of repairs would be greater than the value of the ship, accordingly condemned the *Marina Rocco*. She was subsequently sold by public auction for the sum of R6,041. No damage to cargo. Crew 14 men. No lives lost.

24. The Malayan schooner MEERAM BUX [of Zahya, 100 tons register, official number not known, age 7 years], from Penang to Belu Palour (Nicobars), with a cargo of cocoanuts, copra and rice. It appeared that the schooner was anchored at Kaihul for nuts on the 21st of April, when the mate and 14 men had gone ashore. At 7-30 P.M. the schooner encountered strong south-west winds and very rough tide, and the master, not being in good terms with the mate, slipped the anchor to proceed to Katchall, when she struck against a rock off Kaihul about 16 miles from Camorta (Nicobars); the crew, who were on board, seeing her list to one side, abandoned her. The schooner foundered afterwards. Value R9,000. Cargo R426. Crew 23 men. No loss of life. (It was reported that the ill-feeling between the master and the mate of the *Meeram Bux* facilitated her destruction).

25. The British Burman schooner OUNG BAN [of Maulmain, 90 tons register, official number not reported, age 28 years], from Katchall to Maulmain with a cargo of cocoanuts. It appeared that the schooner was very old, and being heavily laden was not able to withstand the storm and rough tide, and consequently drifted ashore on the 21st April near Kaihul, about 16 miles from Camorta (Nicobars), and broke up. Value of schooner not known. Cargo all lost, estimated value R4,500. No loss of life. The master, mate and 19 of the crew subsequently left for Maulmain in the schooner *Princess of Wales*. (The wreck could have been avoided if not overladen, as also if the *Oung Ban* had not been neglected by the master and her crew.)

26. The British Burman kattoo KNIEP WHAT [of Mergui, 66 tons register, official number and class unknown, age 7 years], from Rangoon to Mergui with a general cargo. It appeared that on the 25th April she was anchored off Naboolay near the Moscos, when at 11 A.M., owing to strong wind and high sea, she broke her cable and drifted on to the shore, and was smashed to pieces on the sands in latitude 14°18′ N., longitude 98°0′ E. (Burma coast). Value of kattoo, R700. Cargo, R7,000. The crew (15 men) swam to the shore.

27. The British Indian padow RUPAREL [of Bombay, 36 tons register, official number 4184, age 25 years], from Sundrai (near Bhávnagar) to Bombay with a cargo of salt-earth. At about 7 P.M., on the 28th April, the padow's course was altered owing to head winds, and she was steered for shore, which was 15 miles or so distant; but as the weather was stormy, she sprang a leak and settled down in two fathoms of water near the Daman bar, Gulf of Cambay. Value of padow R1,080. Cargo R400. No lives lost.

MAY 1882.

28. The British Indian wooden barque MOHUSSER [of Calcutta, 673 tons register, official number 49337, age 34 years, classed in American Lloyds for 4 years from 1882], from Calcutta to Mauritius with a cargo of 25,000 maunds of rice and grain. It appeared that the barque was a very old teak-built vessel, but had just undergone repairs in dock at a cost of over R60,000, been passed by one of the surveyors of this port, and was not surveyed under the Native Passenger Ships' Act VIII of 1876. When she started from Garden reach, her decks were much lumbered with spare ropes and various articles, and also that a boat was stowed on the deck; the pilot, however, did not consider the disorder sufficient to justify him in detaining the ship. She was not overladen, was in pilotage charge, and was towed down the river by the steam tug *Enterprize* on the morning of the 29th of April. During the first day nothing occurred, except that she required pumping out, which is not unusual when a wooden ship has been some time in dry dock. She anchored for the night off the Bellary tripod, and on the 30th was again towed out to a position about 4 miles to south-westward of the Intermediate lightship, when the pilot, with the consent of the master, cast off the tug and made sail, expecting to go out to sea with ease, the weather being then fine with moderate wind and sea. The ship continued working to windward all night, and during the next day, losing on the flood tide the ground she had made good on the ebb tide; at about 3 P.M., she appeared to have passed about 1½ miles to the southward of the Lower Saugor sand buoy, soon after which she tacked. At 6-30 P.M., when in this position to leeward of the Intermediate lightship, a squall came on, and the pilot had to take the topgallant sails off the ship. Then the pin of the parrel of the lower maintopsail yard came out, when the vessel was ordered to be hove-to. She was in a most critical position, and the pilot unfortunately, instead of appreciating the position chose, at this time of all others, went forward to plug up the hawse-holes, as the water was coming through them at the rate of six to eight inches an hour. He seemed to have kept no watch on the proceedings of the ship himself whilst so engaged, nor even to have put any one else in charge of the deck. Apparently the lead had only once been heaved, and as soon as he returned he awoke to the danger, but only when it was too late. He rushed aft at 8-15 P.M. and gave a few hurried orders, but before anything effectual could be done, the ship bumped for the first time. Shortly after the rudder was smashed and the crew became panic-stricken. The nacodah immediately ordered to take to the boats, and whilst lowering the first boat it got smashed and all in it were drowned. They then lowered the starboard boat; the nacodah with the first officer, and 18 of the crew, got into it, and, in spite of the remonstrances and threats of the pilot, abandoned the ship. The starboard anchor was let go, and early on the morning of the 1st of May, as there was a very heavy sea on, the cable parted; a second anchor was let go with the same result; the ship bumped heavily along and drifted towards the Saugor sands (Sandheads), 3 miles north of the Intermediate lightship. The mainmast went over the side; it was cut away; the boat that was on the main deck was lowered into the water, and eight men got into it, when they safely made for the shore. In consequence of the heavy sea no boats could approach the wreck, so that no assistance could be looked for, and the ship soon began to give signs of breaking up. During the night of the 2nd of May she parted forward, but not till after the pilot and leadsman had managed to get on to the rafts. The vessel gave a lurch forward and then went down stern foremost. The steamer *Teesta* was sent down in search of the missing men, but returned only with the pilot and leadsman, having picked them up at No. 3 Refuge-house, on the sea-face of the Sunderbuns. Value of barque, R85,000; cargo, R75,000. Crew, 36 men and 32 passengers, of whom 31 were saved in boats and rafts, and 37 lives lost.

[A Special Court of Inquiry was held at the Port Office, Calcutta, by the Chief Presidency Magistrate on the 20th May, under Act IV of 1875, for the purpose of inquiring into the loss of the above vessel. The Court recorded that up to the moment the ship was cast off by the tug the pilots' proceedings were regular and correct, and that it was a safe position to make sail from. At the time she separated from the tug it was nearly high water, and the Court

considered the pilot displayed want of judgment in making sail on the starboard tack, and so keeping the vessel's head to the eastward instead of the port tack with her head to the westward. Had he followed the latter course, he would have got out to sea on that ebb tide. The ship continued working to windward all night and during the next day, losing on the flood the ground she had made good on the ebb tide. On the afternoon of the 1st May she appeared to have passed about 1½ miles to the southward of the Lower Saugor sand buoy, soon after which she tacked. The reason given by the pilot was that the wind headed him; that there was a heavy sea on; and that, when he went round, he headed W.S.W., which appeared, however, inconsistent with the fact of the ship arriving at the position assigned by the pilot, *viz.*, W.N.W. of the Intermediate light. The fact of his having to pass on this tack to the leeward of the buoy he had before passed to windward of, should have shown him that the tide was setting strongly to the N.E. It appeared to the Court that during this tack the course given by the nacodah, *viz.*, W. by N., was probably nearer the actual course steered, and that the wind did not shift as represented by the pilot. The Court was of opinion that the ship was nearer Saugor sand when said to have been hove-to than would have been the case were the bearing given by the pilot correct, and that the vessel was not intentionally put before the wind by any one, although it was possible she may, with no after-sail set, have fallen before the wind so as to get fresh way on before she could answer her helm to come to the wind again. As the pilot had not made over charge of the deck when he went forward, it was incumbent on him to have exercised such supervision over the vessel's proceedings as would have prevented such action on the part of any one. It was difficult to conceive what object any one could have had in putting the vessel before the wind, as the best chance of repairing the parrel would be to keep the yard against the mast. Further, the Court considered that the fact of the leadsman not being in the chains until immediately before the accident, contributed materially to the grounding; and that in the position the vessel was hove-to, with the last of the flood setting strong on to Saugor sand, the omission of this ordinary precaution was inexcusable on the part of the pilot. Whether the pin of the parrel was replaced before the accident or not, is not a matter which should have jeopardized the ship, as it appeared the yard could be braced up, and it was open to the pilot (should he have deemed it necessary) to have returned to Saugor anchorage to repair the damage. After the ship once struck on Saugor sand, being deeply laden, it was hopeless to expect to save her, and the Court was of opinion that, as nothing had been shown to excuse the loss of a ship in moderate weather, with a commanding breeze and the Intermediate light plainly in sight, the grounding of the ship, and her consequent loss, was due to want of skill on the part of the pilot; and further, that it was impossible to excuse the pilot for not having taken the ordinary precaution of having the lead hove. But the Court pointed out that, after the casualty, the behaviour of the pilot and his subordinate, in standing by the ship and passengers, and in endeavouring to save them at the imminent risk of their lives, was highly to be commended. Although the Court was not of opinion that the vessel could have been saved had the officers and crew of the ship not abandoned her so soon, yet the conduct of the nacodah and crew (apparently panic-stricken) in having abandoned their post at the moment of danger, was highly reprehensible. As the ship was in charge of the pilot, and that no orders of his were disobeyed, the Court did not deal with the master's certificate. The Court found the pilot in default, and blamed the master for having abandoned the ship and passengers; and on their submitting the proceedings and report, the Government of Bengal ordered a Marine Court, under Act XII of 1859, for the trial of the pilot. The case was tried at the Port Office by the Judge of the 24-Pargannas on the 27th June, when, on the representation of the Crown Prosecutor, that, owing to the absence of the leadsman on sick leave, who was a material witness, the hearing was adjourned to the 10th July. The Court re-assembled on the above date, and continued its sittings till the 11th. The verdict of the jury was, that they were unanimously of opinion that the barque *Mohusser*, of which the pilot was in charge, was not grounded on the Saugor sands through any negligence, unskilfulness or any other default on his part; but they considered that he would have acted more discreetly before casting off the steamer, in having assured himself that all sails

had been duly bent and the ship put in proper order. They did not blame him for having adopted any measure relative to the ship after the grounding, and highly commended him for the bravery and devotion exhibited by him on behalf of the passengers left in the vessel after the nacodah and crew had deserted her. The Judge, in delivering judgment, said:—"I am not prepared to differ from the verdict, and I accordingly declare pilot Ewin acquitted of the charge."]

29. The British Indian boat MARGARET [of Surat, 14 tons register, official number 3330, age 53 years], from Surat to Gogha with a cargo of oil cakes, jagree and gram, valued at R565. On the 2nd May, owing to the high wind that was prevailing, the boat was driven on to Luvárá shoal, entrance to the Broach river (Gulf of Cambay), and wrecked. Value of boat R500. Of the cargo R396 worth was lost, and the remainder damaged. The crew saved themselves by swimming ashore.

30. The British Indian padow DARIADOWLAT [of Bombay, 43 tons register, official number 2948, age unknown], from Bombay to Bhávnagar with a cargo of jowari, bajri, &c., valued at R3,671. On the 4th May, when off Dáhánu the padow was overtaken by southerly winds and a rough sea, through which she shipped much water; a portion of the cargo was thrown overboard to lighten her, but owing to the rough weather she was driven ashore near Bhágva, Gulf of Cambay. Value of padow R500; cargo, worth R1,494, was lost, and the remainder damaged. Crew, 11 men. No lives lost.

31. The British Indian padow RATNAGIRI [of Surat, 44 tons register, official number 3359, age 36 years], from Bombay to Surat with a cargo of kerosine oil, iron, paddy, &c., valued at R4,180. The padow left Bombay on the 5th May, and after having proceeded 40 miles, the wind increased, and when off Matvád the weather became so stormy that she began to ship water considerably. On the 7th the tindal, in endeavouring to enter the Tapti river (Gulf of Cambay), the foremast gave way, and she was driven on to a sand bank off Damas and wrecked. Value of padow R700. Cargo, worth R3,200, was lost, and the remainder damaged. The crew, 10 men, were saved by clinging on to spars which were washed ashore.

32. The British Indian muchwa KHENGTI [of Bánkot, 7 tons register, official number 4579, age about 34 years], from Bombay to Bánkot with a general cargo. At 6 A.M., on the 7th of May, when off Kundari island fort (Bombay coast), the yard of the muchwa was blown down by the force of the gale, and having sprung a leak, she foundered. Value of muchwa R200. Cargo all lost, value R2,000. Crew, 6 men, and 2 passengers; one of the crew was lost.

33. The British Indian pattimar ABDOOL-RAHAMANEE [of Bombay, 47 tons register, official number 3864, age not reported], from Bombay to Anjanvel with a general cargo. On the 14th of May, at about 8 P.M., the pattimar was fouled by the S. S. *Knight of St. Patrick*, when off Dabhol (Bombay coast), and sunk. Value of pattimar not reported; cargo all lost, value not reported. No lives lost.

(For an account of this collision, see Casualties No. 95).

34. The British Indian padow LUXMIPRASAD [of Surat, 30 tons register, official number 2493], from Dholera (Gujarát) to Bombay with a cargo of cotton and empty wooden casks. At 10 P.M., on the 17th of May, she was driven on the Málpur shoal (Gulf of Cambay), owing to rough weather, and wrecked. Value of padow R2,000. Cargo all lost, value R14,929. Crew, 9 men, were saved by means of the toney the padow had on board.

35. The British Indian pattimar ESWANTY [of Jaytapur, 30 tons register, official number 3745], from Ponáni to Bombay with a cargo of cocoanuts and coir. On the 19th of May, the pattimar was caught in a heavy gale, was drifted on to the shore at Vádánápulli within the limits of the port of Cochin (Malabar coast) and broke up. Value of pattimar R1,500. Cargo, worth R1,600, was lost; the remainder, valued at R187, was saved. Crew, 10 men. No lives lost.

36. The British Indian pattimar ALIMADATH [of Tellicherry, 42 tons register, official number 8 of 1872, age about 20 years], from Cochin to Mangalore with a cargo of cocoanuts, oilcakes and chillies. On the 19th of May, the pattimar, owing to a storm, was forced to seek shelter in the harbour of Púdiangudi, and at midnight, whilst lying at anchor, the storm broke out so violently that she

dragged her anchor, and ran ashore south of the eastern end of Mount Dilly (Malabar coast). Loss, pattimar value. ₹500; cargo worth Rs. 725 was lost. The crew were all saved by jumping on shore before the accident.

37. The British Indian wooden barque STREE RENGANAYAGEE [of Negapatam, 480 tons register, official number 7, age 5 years], from Bombay to Negapatam with a cargo of 390 tons salt valued at. ₹35,000. The vessel, it appeared, was caught in a heavy gale which occurred on the 19th of May near Ponáni (Malabar coast), and she anchored off the shore. On the 20th May heavy seas began breaking over her, and the wind blowing with greater violence, the large anchor was snapped, the main and mizenmasts were seriously damaged, and the vessel subsequently drifted to the shore opposite the Travellers' bungalow at Ponáni. Value of barque ₹50,000. Cargo worth ₹23,000 was lost and damaged. Crew, 24 men, and 13 passengers. One of the crew, an able-bodied native seaman, lost his life in attempting to escape from the vessel when she struck. He jumped into the sea to swim ashore, but the waves carried him away.

38. The British iron screw steamer SOCOTRA [of Sunderland, 1,240 tons register, official number 65714, age 10 years, class not stated], from Calcutta to Maulmain with a cargo of 300 bags turmeric and in sand ballast. On the 19th of May, the master in shaping a course from the Rangoon river fairway buoy to Double island, due allowance was not made for a strong spring flood tide, setting the vessel considerably to the northward of her course, where the land being mistaken for that about Amherst, the vessel grounded at 5 P.M. on the sands to the N.-W. of Bheeloo-gywon island; Sharp Peak bearing N. 70° E., and Amherst hill S. 38° E., Gulf of Martaban (Burma coast). The master made every effort to float her, but unavailingly, as the engines were disabled and the vessel was making water from the after and mainholds. On the 23rd May, a locally-experienced shipmaster, with a hundred men, arrived from Maulmain in the tug *Tavoy,* and the Irrawaddi Flotilla Company sent the *Thayetmyoo* from Rangoon with steam-pumps on board; assistance was rendered, but all proved unsuccessful. Finally on the 6th June, she was abandoned as a total wreck. The value of the hull and cargo of the S.S. *Socotra* was estimated to be approximately from £20,000 to £25,000. Crew, 72 men, and 9 passengers (natives) were saved in the vessel's boats. The hull, together with the engines, boilers, masts, yards, &c., were sold at a public auction at Maulmain and realised ₹4,250.

[A Special Court of Inquiry was held at Maulmain in the Assistant Commissioner's Court on the 14th and 15th June, under section 4 of The Indian Merchant Shipping Act, 1875, to investigate the circumstances attending the loss of the above vessel. Under the provisions of section 6 of the above Act, the master was charged with incompetency on the following points: (1) That the *Socotra* grounded at a place more than 20 miles out of her course, the weather being fine, and the run from the pilot station at Rangoon, the port of departure, being only about 70 miles; (2) That the weather at the time of the casualty was fine, and that it was broad daylight, namely, 5 P.M., on the 19th May; (3) That the place of grounding was within 4 miles of the shore, that the land should have been distinctly visible, and that, even had the vessel been carried out of her course by an unexpected current, the fact ought to have been observed long before she was on shore. The Court, after having considered the statements and evidence recorded, was of opinion that the master in setting his course did not make sufficient allowance for the strong spring flood, so much stronger at that particular time of the year; that the fact of his not having been able to take a sun observation should have put him more on his guard. This first error led to his mistaking the pagoda on south of the Bheeloo-gywon island for the Double-Island lighthouse. That there must be some resemblance from the mistake being followed by the other officers. That the master erred in trusting alone to the soundings, for it was especially stated in the Hydrographic Notice No. 6 of 1877 by Lieutenant Jarrad of the Indian Marine Survey Department, that vessels frequently get on shore on Bheeloo-gywon and Goodwin sands in consequence of keeping too far to the northward, and as the banks are steep-to the lead gives no warning of an approach to danger. This publication was unknown to the master. That once the vessel was found to be in an unknown position, the master seemed to have done his best, but it was too late; and once on the sand with an ebbing tide, there was no hope for the ship. That

there seemed to be some discrepancy as to the reversing of the engines and to the orders given at the time; also in the statements of the second and third engineers as to the engine room clock. That the log book produced in Court did not show the ship's position at noon on the day in question, for which the officer, as well as the master, was to blame. Finally, the Court were of opinion that, on the first head of charge, the vessel grounded 20 miles out of her course from the master not allowing sufficiently for the strong flood tide. That on the second charge, though the weather was fine at the time of the casualty, yet at noon the sun was obscured and prevented observations being taken. That on the third charge, the master had not the local knowledge sufficiently to allow of his benefitting by the proximity of the land. The Court having agreed on the above points, differed in opinion as to the blame attached to the master. Mr. McCall was of opinion that the master committed a serious error of judgment in navigating the *Socotra* between Rangoon and the place where she was lost, and that a suspension of his certificate for a certain period should be the consequence. Further, that there was nothing produced in evidence which did not prove that the master, otherwise than in the matter of the error of judgment referred to, did not conduct himself, under the circumstances of the case, with propriety. Mr. McCracken was of opinion that the primary cause of the vessel was underestimating the force of the current; that this showed an error in calculation on the part of the master *not* amounting to incompetency. Captain Rutter was of opinion that the master made a serious error of judgment in not allowing a greater distance for the strong spring tide setting the ship to the northward of her course; and was therefore incompetent in his local knowledge of the tides. The President agreed with Mr. McCall, and further was of opinion that, considering this was his first voyage as master, he should have taken greater care to ascertain the peculiar currents and points in the locality. The court, therefore, decided that his certificate be suspended for at least six months. The certificates of the first and second officers and of the first and second engineers were returned.]

The Chief Commissioner of British Burma remarked, that the members of the Court, although not unanimous as to the degree of blame to be attached to the master of the *Socotra*, were of opinion that the vessel grounded 20 miles out of her course owing to the master not allowing sufficiently for the strong flood tide that was running. At the same time they have taken into consideration the fact that, though the weather was fine at the time of the casualty, yet at noon the sun was obscured and prevented observations being taken; and that the master had not local knowledge which would have allowed him to benefit by the proximity of the land. The Chief Commissioner confirmed the finding of the Court, and accordingly directed that the master's certificate of competency; which he holds from the Government of Bombay, be suspended for a period of six months, with effect from the 15th June. The Chief Commissioner observed that whereas the charge against the master stated that "the weather was fine," it was shown in the evidence that the sun was obscured at noon, although otherwise there was nothing in the weather to account for the master's mismanagement. Further, that he committed a serious error in judgment, in the course he steered, and in not recognizing the land he sighted, the master otherwise behaved in a proper and seamanlike manner. In regard to the first officer of the *Socotra*, that although no charge had been made against him, the master having been in charge of the navigation of the vessel at the time, the Chief Commissioner left it to his employers to consider how far he,—who "had often been" on that course "before"—was justified in abstaining to take into consideration the propriety of the course steered by the master, who had previously been only once on that course.

39. The Italian wooden barque LUIGIA C. [of Genoa, 1,001 tons register, official number not reported, age 9 years, classed in Italiano Registro], from Liverpool to Rangoon with a cargo of about 1,500 tons of coals. It appeared that the barque sailed from the Mersey on the 8th January, and all went well until the 22nd May, when she had her foresail, lower foretopsail, mainsail and spanker, two jibs and reefed upper maintopsail set, and was going on an E. N. E. direction at the rate of about 10 knots. The weather was so thick and squally, that it was impossible to judge their exact position, for no land was sighted; the last seen was St. Paul. It was raining and blowing hard for two

days from S. W., with a heavy sea running, and no observations of the sun were taken during this time. The vessel was close-hauled on the starboard tack; the lead was hove at 3 A.M., and 22 fathoms were obtained, and at 6 A.M. had the lead hove and found 15 fathoms, when the master immediately gave orders to alter the ship's course, but there was no time to do so, as she had evidently been in shoal water all the while; she unfortunately stranded on the sands off Phyapon river, about 25 miles west of the Krishna shoal, Gulf of Martaban (Burma coast). The *Luigia C.*, as soon as she touched the ground, capsized, and was completely broken up in about fifteen minutes. The crew had no time even to lower a boat, and were consequently all precipitated into the water; three men clung to the mainmast, which was out of water for about quarter of an hour, after which they got hold of some floating timber, when, after being in the water four days and undergoing much hardship and exposure to the sun, reached land. The Burman villagers of Pindayeh took the men to Maoobin; they received a reward of Rs. 100 from Government for succouring, and R92 on account of charges incurred in providing for and bringing the three ship-wrecked sailors to Maoobin. Value of barque £7,000; cargo, about £9,000. Crew, 16 men; the master and 12 men were drowned. (It was reported that the wreck could have been avoided by paying closer attention to the lead.)

[A Special Court of Inquiry was held at Rangoon in the Assistant Commissioner's Court on the 12th June, under section 4 of The Indian Merchant Shipping Act, 1875, to investigate the circumstances relative to the wreck of the above vessel. The Court was of opinion that as both the officers of the *Luigia C.* having been probably drowned, the evidence as to her course and position was exceedingly meagre. That having obtained no observations for a day or two in the rainy weather, the master of the *Luigia C.* probably came up the Bay to the west of the Krishna light, whilst thinking he was to the east of it, and therefore drifted ashore off the Dalla river.]

40. The Italian wooden barque SAN AGOSTINO [of Naples, 868 tons register, official number not reported, classed A. I., in Italian Registry, age 8 years], from Rangoon to The Channel for orders, with a cargo of 1,248 tons rice. The vessel it appeared sailed from Rangoon on the 15th May, and on the 21st was in latitude 13° 18′ N., longitude 94° 49′ E., Bay of Bengal. That night the sky was overcast and strong breeze from West, steered S.S.W., going about 8 knots. The last time the master got an observation was at noon on the 18th, after that he did not see the sun at noon till the 24th. From the 18th to the 21st the master made no allowance for currents, because the currents were stated to be variable, so that he could not ascertain the direction of the current until he got an observation. About 2-30 A.M., on the 22nd, the master felt the ship's bottom receive a shock, but she did not stop on her way. Hove the lead at once, and found no bottom with about 100 fathoms of line. Sounded the well and found 12 inches of water in the hold. The leak having increased the pumps were attended to, but the crew could not keep the water under with two pumps, so they manned the third pump and still the water increased. The master tried to find out the position of the leak, but failed, and with the advice of the crew put back for the nearest port. About ten minutes after the shock the master put the ship about and steered N. by E., which was the course for Bassein, and put on a press of canvas. At noon on the 22nd the ship was in latitude 12° 48′ N., longitude 94° 25′ E. After that the wind failed and shifted to W. N. W. till the 23rd, when she had to steer close-hauled. On the 23rd it fell dead calm, the pumps were kept going all the time, and at noon, when in latitude 13° 49′ N., longitude 94° 31′ E., the master found 7½ feet of water. The next 24 hours light variable winds were blowing from the S.S.W., and the water still increased more rapidly than before. At noon of 24th found 10 feet water in the well. Next 24 hours light winds from W.N.W., the ship steered close-hauled. After midnight of 24th the ship ceased to answer her helm and began to lose her stability. At 10-30 A.M., on the 25th May, they agreed to abandon her as the water was 11½ feet in the hold at the time. As they were loading the boats the look-out reported a sail astern, the crew got into the boats and rowed towards the sail, which they found to be the steamer *Arabia*. She steamed towards the *San Agostino* with a view to assist her, but found she was in too bad a condition. About an hour

and a half after the *Arabia* left, the *San Agostino* suddenly disappeared in latitude 15° 31′ N., longitude 94° 26′ E., Gulf of Martaban, Burma coast. Value of vessel unknown; value of cargo about R62,000. Crew, 15 men, were saved by ship's boats and taken on board the S.S. *Arabia* and landed at Diamond island.

[A Special Court of Inquiry was held at Rangoon in the Court of the Assistant Commissioner, on the 2nd and 3rd June, under section 4 of The Indian Merchant Shipping Act, 1875, to investigate the circumstances of the foundering of the above vessel. The Court was of opinion that the loss of the *San Agostino* was not due to any negligence or misconduct on the part of the master, but that he probably got out of his course through his inability to obtain observations for three days, and that he neglected no precautions that could be taken for the safety of the barque, or to bring her into port after the accident. The Court were further of opinion that the *San Agostino* probably struck on the Flat rock on the Invisible bank.]

The Chief Commissioner of British Burma, in returning the proceedings of the Court, observed that the case somewhat resembled that of the *Melpomene*, which vessel was lost in September 1880, by striking on some unknown object in the neighbourhood of the Andaman islands. The evidence given in the case of the *San Agostino* was not sufficiently clear to prove the identity of the vessel's position at the time of the accident with that of the *Melpomene* when she struck; but if either vessel struck on the Flat rock on the Invisible bank, which lies to the eastward of the Andamans, the Chief Commissioner remarked that both rock and bank were clearly marked on the chart of Bay of Bengal (Andaman islands) published by the Admiralty in 1868. The Chief Commissioner recorded that it would perhaps be considered by the Marine Survey Department of the Government of India to be advisable that this part of the Bay of Bengal should be re-surveyed when opportunity offered.

JUNE 1882.

41. The Native kotia FATTERAHIMANY [of Cutch, 76 tons register, official number 3979], from Kumta to Bombay with a cargo of cotton and betel-nuts. On the 2nd June the wind being stormy, the tindal lost all command over the kotia, and she struck against the rocks off Kundari island (Bombay coast). Loss, value of kotia, R4,000. Cargo worth R6,700 was lost, and the remainder, valued at R300, was damaged. One life lost; the remaining crew were saved by getting hold of cotton bales.

42. The British Indian padow DARYABAHADAR [of Anjanvel, 20 tons register, official number 6243, age 22 years], from Bombay to Anjanvel, met with stormy weather on her way and was forced to enter the port of Harnai (Bombay coast), where the passengers and crew abandoned her to the mercy of the waves which, during the night of 2nd June, dashed her to pieces. Padow value R1,100. Crew, 8 men, and 4 passengers. The padow had no cargo on board. No lives lost.

43. The Native ganja MAHADEOPRASAD [of Cutch, Mándvi, 91 tons register, official number 4410], from Jaygad to Bombay with a cargo of rice, sandal, copra, &c. On the 2nd June the ganja, on arriving off Dabhol creek, met with a heavy gale which broke her mast and drove her on to the bar at Kholthar creek near Harnai (Bombay coast), where she struck and was broken up by the waves. Loss, value of ganja R3,000; cargo worth R10,000 was lost, the remainder R4,000 was recovered. Crew, 8 men, and one passenger; one life lost.

44. The Native gulbut TUKUT REHMAN [of Habsán, Janjira, 110 tons register, official number 60, age 12 years], from Kumta to Bombay with a cargo of cotton and coir yarn. On the 3rd June, whilst the gulbut was anchored off Manori creek (Bombay coast), she experienced a storm, her anchor chains parted, and she was driven on to a rock at the mouth of the creek. Loss, value of gulbut, R6,000. Of the cargo R5,760 worth was lost, and R2,000 damaged; the remainder, R7,100, was saved. The crew were saved by clinging to the bales of cotton.

45. The Portuguese Native craft FATTE ISLÀM [of Goa, 25 tons register, official number 2], from Devgad (near Ratnagiri) with a cargo of cocoanuts,

&c. On the 3rd June the craft proceeded as far as Tárápur, but was driven back by the storm to Kelva Máhim (Bombay coast), and whilst trying to enter the creek she ran on a rock opposite the bandar and was wrecked. Value of craft unknown. Of the cargo, R560 worth was lost. The crew were saved in boats sent by men on shore.

46. The British Indian craft DHANPRASAD [of Broach, 30 tons register, official number 1482, age 22 years], from Goa to Broach with a cargo of cocoa-nuts. The craft, after leaving Goa (Portuguese territory), met with adverse winds, and proceeded slowly as far as Deogadh when the wind changed to a favourable quarter, and she made a quick run to the Tapti bar where, on the 3rd June, about a mile and a half off the Tapti lighthouse (Gulf of Cambay) she was overtaken by a heavy storm and foundered. Craft, value R1,200. Cargo worth R700 was lost. Crew, 11 men; one life lost; the remainder were saved by clinging to the wreck.

47. The British Indian muchwa MACHIMAR ZIMAJI [of Jaygad, 8 tons register, official number 9736, age 46 years], was anchored at Jaygad. At 12 A.M. on the 4th June she parted her anchor, went adrift and was dashed against the rocks near Hedvi point (Bombay coast), where she broke up. Value of muchwa R400. No cargo on board. No loss of life. (It was reported that there was no one on board the muchwa at the time of the accident. The wreck occurred owing to the strong current, caused by the over-flooding of the river by heavy rain.)

48. The Native padow KASSIPRASAD [of Bhávnagar, 40 tons register, official number 184], from Bhávnagar to Bombay with a cargo of cotton, yarn, and surgical instruments. On the 4th June the padow encountered a storm when at the mouth of the Phoparan creek, Tárápur (Bombay coast), and was driven ashore and wrecked. Padow, value unknown. Of the cargo 10 bundles of yarn, 10 bales of cotton and some instruments were lost; value not known. Crew, 11 men. No loss of life.

49. The British Indian muchwa SALAMATI [of Jaygad, 8 tons register, official number 9731, age 19 years], was lying at anchor at Jaygad. At 12 A.M. on the 4th June she parted her anchor and drifted about 4 miles to the north of Jaygad, was dashed on the rocks near Hedvi point (Bombay coast), and broke up. Value of muchwa R455. No cargo on board. No loss of life. (It was reported that there was no one on board the muchwa at the time of the accident. The wreck was caused by the strong currents owing to the over-flooding of the river by heavy rain.)

50. The British Indian muchwa BHAWANI [of Jaygad, 6 tons register, official number 9024, age about 33 years], was lying at anchor at Jaygad when at 12 A.M. on the 4th June she broke from her anchor, and having drifted about 4 miles to the north of Jaygad (Bombay coast), was dashed on the rocks near Hedvi point and broke up. Value of muchwa R465. No cargo on board. No loss of life. (It was reported that there was no one on board the muchwa at the time of the accident. The wreck happened owing to the strong current caused by the over-flooding of the river in consequence of heavy rain.)

51. The British Indian muchwa GANPATI [of Jaygad, 4 tons register, official number 9824], was at anchor at Jaygad. At about 12 A.M. on the 4th June the muchwa parted from her anchor, and drifting was finally dashed against the rocks near Hedvi point, about 4 miles to the north of Jaygad bandar (Bombay coast), and broke up. Value of muchwa, R180. No cargo on board. No loss of life. (The wreck occurred owing to the strong current, caused by the over-flooding of the river in consequence of heavy rain. It was reported that no men were on board the muchwa at the time of the accident.)

52. The British composite barque ALICE [of London, 627 tons register, official number 60887, age 14 years, classed at Lloyds A. I. for 18 years from 1868], from Cochin to Tellicherry with a cargo of coffee, pepper, and cocoa-nut oil. It appeared that the vessel sailed from Colombo on the 4th of May and reached Cochin on the 15th, which port she left two days after with part cargo. She anchored off Tellicherry on the 24th and took in about 350 tons of cargo. On the 27th May she shifted her position, and as the weather was fairly fine up to 4th June, she took in all her cargo except 300 bags of coffee. On the 3rd June the master went on shore and returned with the lighter early on the

4th manned by his own crew, as the native boatmen declined to work; the crew were engaged all day taking in cargo, the sea being evidently very rough. After arranging for taking in cargo the master had again gone on shore to get his papers and prepare for starting for Bordeaux and Havre. At 10 P. M, terrific squalls struck the ship from N. W., with heavy rain and sea; the port cable parted at 60 fathoms and the master let go the starboard anchor and brought ship up, paid out to 90 fathoms, and put riding springs on. The master could not get on board, as it was too rough for the boatmen to venture; the mate, however, evidently did all he could for the safety of the vessel. On the following day he got a spare anchor over the bow and let go the second anchor. On the 7th the weather moderated somewhat, and the master was able to get on board. After this the weather continued very tempestuous, the sea breaking over the ship, smashing in the bulwarks, and carrying away everything moveable. On the 10th at 10 A.M. a terrific squall struck the ship, the starboard cable parted; at 3 P.M. another terrific squall struck the ship and a heavy sea carried away the port cable; made all sail and tried to get off shore, but the wind fell and the master, having considered it best for all concerned, beached the ship at a fishing village about half a mile to the southward of Máhe flagstaff, and about 5½ miles south of Tellicherry (Malabar coast). A survey was held on the 6th July, when the Surveyors reported that they found the vessel (all masts standing) stranded stern on to the sand beach, and that at high water it was only 30 fathoms from the dry sand beach. The sea and breakers were rolling in heavily against the stern, causing her to labour considerably, and apparently to grind by the stern on the ground, though her upper works showed no signs of being hogged to have suffered seriously. The Surveyors, after having carefully noted her position, with surrounding circumstances, and taken into account the very heavy and stormy weather which had lately prevailed; also the continuous bad and stormy weather, and heavy rollers and seas, which would reasonably be expected to prevail during the ensuing twelve weeks, and from the knowledge and experience of this coast, especially of that position where the *Alice* was stranded, were of opinion that no reasonable hope could be entertained of getting the vessel out safely clear of danger into deep and safe water; the Surveyors therefore pronounced the barque *Alice* (as a seagoing vessel) wrecked and lost. They recommended that every effort should be made to secure her position as high up on the beach as possible, guying the quarters to keep her stern end on to the sea; and that all top hamper be lowered and landed, these precautions would tend to keep the vessel steady and make her lie easy and thus protect her hull, and give facilities for landing her cargo. Value of barque, not reported; cargo partially lost, value not reported. The crew, 15 men, were saved by means of ropes from the ship.

[A Special Court of Inquiry was held at Calicut in the District Judge's Court, on the 8th and 10th July, under the provisions of section 4 of The Indian Merchant Shipping Act, 1875, to investigate the cause which led to the wreck of the above vessel. The Court, after having considered the whole of the evidence, was of opinion that there was no grounds upon which to charge the master of the barque *Alice* of either incompetence or misconduct under the Act. It was possible that he may have committed an error of judgment in coming to this coast during the monsoon, but for this the Court did not hold him responsible. In other respects the Court was of opinion that the master did all that an experienced, brave, and clever seaman could do to save his ship in the interests of all concerned. The Court had, therefore, much pleasure in returning him his certificate. The Court was, however, of opinion that it should be brought prominently to the notice of Lloyds and other Underwriters, the great danger that sailing ships run in visiting this coast during the monsoon from the 15th May to 15th September.]

53. The Italian wooden barque LEONE [of Genoa, 847 tons register, official number 2930, age 3 years, class not reported], from Table Bay to Rangoon with ballast. At 7-30 P.M. of the 12th June the barque struck on the western side of Little Cocos island (Andamans), but was backed off; sail was then made, and the vessel got round to the lee side, where she anchored in about 7 fathoms. She subsequently went down at her anchors the same night, where she remained with her masts out of water. Value of barque not reported. The master and crew abandoned the vessel and landed in boats; after remaining on

the island for 14 days, they were taken off by the S. S. *Maharani* on the 25th June and brought to Calcutta. (The master and mate were tried by the Ministry of Marine, Rome, for negligent navigation; result not reported.)

54. The British Indian kotia ALLO [of Calicut, 65 tons register, official number 29], from Bombay to Bet (Gujarát), in ballast. On the 12th of June, when at the mouth of the Kelva Máhim creek (Bombay coast), the kotia met with a storm, and was driven ashore and wrecked. Loss, value ₹4,000. The crew saved themselves by jumping into the water and swimming ashore.

55. The Native padow GAUJA LAXMIPRASAD [of Cutch Mándvi, 104 tons register, official number 7], from Bombay to Cutch Mándvi. The padow whilst on her way met with a storm on the night of the 13th of June, and anchored at the mouth of the Phoparan creek, Tárápur (Bombay coast); at 2 A. M. on the 14th her anchor chains broke and she was driven ashore and wrecked. Value of padow, ₹3,000. No cargo on board. No lives lost.

56. The French wooden barque FRANCISCOPOLIS [of Havre, 378 tons register, official number 3153, age 26 years, class not reported], from Calcutta to Jamaica, with a cargo of rice. It appeared that the vessel left town on the 11th June and proceeded safely down the river Hooghly. After a stay of some days at sea, she put back leaky, making 11 inches of water per hour. On the 16th, whilst lying at Saugor during rough weather, she lost two anchors and 120 fathoms of chain; broke her hawsepipe, and damaged some of the planks about the hawsepipe. On her arrival in town (Calcutta) she discharged about 2,800 bags of rice; and on the 29th she went into dock for survey and repairs. Damage to ship ₹5,921. No cargo lost. The Surveyors subsequently condemned her, and she was sold by public auction for the sum of ₹4,500. Original value of barque was not known. The first officer accidentally fell overboard and was drowned.

57. The Russian iron screw steamer MOSKWA [of St. Petersburg, 1,766 tons register, official number not reported, classed at Veritas 1st class, age 16 years], from Vladiostock (Russian Tartary) to Odessa (Black Sea) with a cargo of tea. The vessel after calling at Singapore, proceeded safely on her voyage till the 19th of June, when at 8 P. M. the master, in mistaking one cape for another, the vessel stranded 20 miles south of Rás Hafún (North-East coast of Africa) and was totally wrecked. On the 27th July the German steamer *Doran* reported at Aden that she found the steamer abandoned. The British India Company's S. S. *Baghdad* was sent to her assistance and returned to Aden on the 11th August with the crew (106 men) and 15 passengers and stated that a portion of the cargo was ashore, but there was very little prospect of salvage. Loss, value of steamer not reported; cargo, value not known. No lives lost.

JULY 1882.

58. The British wooden barque NORWOOD [of St. John's, New Brunswick, 1,197 tons register, official number 8007, age 3 years, classed at Veritas A. I. for 14 years], from Rio Janeiro to Diamond island (Burma), with stone ballast. The vessel after leaving Rio Janeiro on the 29th April, nothing of importance occurred until the 5th of July. At 10 A.M. of the same day the weather was squally, and at noon, after she had made the latitude 14° 11′ N., steered E. by N. till 12-30 P. M., when she sighted the Cocos lighthouse bearing S. E. by E., distant about 8 miles. The master on observing breakers altered the course to N. E., the wind being light from S. W. Up to 5 P. M., the ship went only about seven miles; there was little or no wind except now and then, when there were squalls. At this time the north end of the Great Cocos island bore south, distant about 15 miles, and it became so thick and squally that the light could not be seen any more. The ship going at an average speed of 5 knots on a N. E. course till 9-25 P. M., that was 22 miles on the log; at 9-50 P. M., the ship was hauled up to E. by N., when shortly after the master went on the quarter and saw a breaker on the starboard bow and another straight ahead. At first the master perceived it was a tide ripple, but as soon as he had seen it the second time, he put the helm hard up, hard-a-starboard. The ship had only paid off one point when she struck on West reef, Preparis island, Gulf of Martaban (Burma coast). The carpenter reported that the ship was filling fast; when the master started both pumps, but found the ship took a heavy list to port; an

hour after the water was up to the 'tween deck beams on the port side, immediately the master and crew lowered away both quarter boats and abandoned the vessel. The *Norwood* after striking six times got afloat and heeled over. Value of vessel not reported. The crew, 18 men, and one passenger were picked up the following day (6th July) by the ship *Fleur de Lis*, and landed at Diamond island, whence they safely proceeded to Bassein.

[A Special Court of Inquiry was held at Rangoon in the Assistant Commissioner's Court, on the 25th July, under section 4 of The Indian Merchant Shipping Act, 1875, to investigate the circumstances relative to the wreck of the above vessel. The Court observed that the master's statement that his ship went only about seven miles from 12-30 to 5 P. M. was not borne out by the other witnesses. The second officer stated she was going about six knots at 4 o'clock; but perhaps the most reliable evidence was that of the first officer, who was in charge of the deck from 12 to 4 P. M.; he stated the vessel was going on an average four knots; she must therefore have sailed about 18 miles. The master held the correct course during the day, but having regard to the Sailing Directions to give a wide berth to the Athena reef at the south end of Preparis, he ought to have altered his course earlier than he did. At the same time it appeared to the Court that this error of judgment would not have endangered the *Norwood* unless the set of the currents were westwards. In the Sailing Directions the current is shown easterly, and a westerly set was very uncommon, in fact was believed to have never been observed except in a S. E. gale. For this reason the Court was of opinion that the master's error of judgment did not amount to carelessness or misconduct. The first officer appeared to have known nothing whatever about the ship's position, the direction of the currents, or the nature or position of the dangers surrounding the waters in which the ship was sailing. The state of affairs would probably result in great danger to the ship in the event of any accident happening to the master; and even without reckoning on any such mishaps, the first officer ought to be in a position to advise the master; in the present instance his advice might have avoided the error of over-running the distance. The Court, therefore, considered that the master ought to be censured for not allowing the first officer to see the chronometer and charts at all times, and for omitting to see that the observed longitude was entered every day in the ship's log by the first officer. The master was accordingly censured.]

The Chief Commissioner of British Burma remarked that the Court stated that a westerly current carried the ship on to Preparis island, whereas the Sailing Directions bid navigators to prepare for, and the master of the *Norwood* actually did prepare for, an easterly current. It was apparently impossible to get the evidence of the master or crew of the *Fleur de Lis*, which vessel rescued the wrecked crew, and the proceedings did not show how or where the crew reached the *Fleur de Lis*. The Chief Commissioner observed, that on this latter point the Court should have made matters clear.

59. The French composite brig GEDEON MARIE [of Nantes, 231 tons register, official number not reported, age 16 years, classed at Veritas 3/3 I. I.], from Cocanada to Réunion, with a cargo of 335 tons grain valued at R17,900. At noon of the 6th July the brig was proceeding down the coast, and when about 50 miles S.S.E. of the Hope island lighthouse, (Madras coast) she encountered a strong gale with heavy cross-sea, causing her to labour and strain heavily, thereby starting her wood ends, stern and sternposts, &c. She sprung a leak and put back for safety after having jettisoned about 150 tons of the cargo. The *Gedeon Marie* was subsequently condemned as a total wreck. Brig, value R15,000; cargo worth R8,000 was lost. Crew 9 men. No lives lost.

60. The British iron screw steamer FLEURS CASTLE [of Glasgow, 1,622 tons register, official number 71671, age 8 years, classed A. I. 100], from Hankow to London, with a cargo of tea. The ship called at Singapore on the 22nd June and left the same day after coaling and taking in a cargo of 50 tons of tea. All went well till the 9th of July; observations were taken at noon, which fixed the ship's position 90 miles from Rás Asir (Cape Guardafui), but there was nothing to show what longitude and latitude the vessel was in at the time. The weather appeared to have been clear, with a strong breeze blowing from the S.S.W.; A.M. and P.M. observations were taken by chronometer for the purpose of find-

ing the longitude, and also the sun's meridian altitudes at noon. The P.M. observations placed the vessel some 15 miles east of the A. M. sight. At about 9-30 P.M. high land was sighted, and from its appearance, as well as judging from the distance run and course steered, it was concluded that it was Rás Asir. Upon this, altitudes of the polar star were taken by the second officer and worked out, and it appeared that the result agreed with the altitudes of the polar star taken by the master. These observations then placed the vessel some three miles north of Rás Asir, and in the opinion formed by the master and second officer the land seen was Rás Asir. On finding the land so close, the vessel was steered off for half an hour, to get a good offing, this then altered the course to N. W.; about twenty minutes after breakers were observed ahead, the helm was ordered hard-a-port, engines stopped and ordered to be reversed and go full speed astern, with no effect, for the ship then struck on Cape Guardafui, in latitude 11° 48′ N., longitude 51° 15′ E. (North-East coast of Africa). The *Fleurs Castle* struck heavily, and the next sea threw her broadside on the beach. The crew endeavoured to get two boats out, but they weresmashed, and some of the men were washed overboard. About 11-30 P.M., the ship broke in two and heeled over; some of the men climbed on to the outside, others were swept into the sea. The master was washed overboard, but he got hold of a couple of tea chests, which served as a life buoy, and was washed on shore. On gaining the beach he found the second and third officers (the latter with his leg broken), the third engineer, one European passenger, two quartermasters, and 10 Chinese sailors. They kept a look-out for others who might be washed ashore, and rescued another quartermaster with both legs broken and greatly bruised; he died two hours afterwards. When daylight broke the Somalis came down and treated them kindly, supplying them with rice and dates. The drinking water was bad, however, and the men suffered much from the heat and want of clothing. On the 27th July the S. S. *Antenor* was seen rounding the cape when to the west of Rás Asir, there is a bay, into which the *Antenor* steamed; she then let go anchor, and sent a boat towards the shore. As there was a very high surf at the time the boat could not reach the shore, so a quartermaster of the *Fleurs Castle* swam through the surf. He was taken on board the steamer, and informed that the master and part of the crew of the wrecked vessel were on shore, about ten miles distant. Preparations were at once made to rescue the ship-wrecked men; and early the following morning they were all got on board and were safely landed at Aden on the 30th July. Value of steamer not reported; cargo not reported; crew, 47 men, and one passenger; 32 lives lost.

[A Court of Inquiry was held at Aden in the Political Resident and Sessions Judge's Court, from the 4th to 8th August, under section 5 of Act IV of 1875, to investigate the circumstances attending the above wreck. The master was charged on the grounds of misconduct when in charge of the S. S. *Fleurs Castle;* that by careless navigation he caused the loss of the said vessel, and was accordingly indicted with misconduct under section 9 of the above Act. The Court observed that all appeared to have given the same evidence with reference to the loss of the ship. Everything seemed to have been lost with the ship, there being no charts or log book to prove to the Court what latitude or longitude the ship was in, when the sights were taken at noon and which then placed her 90 miles from Rás Asir. There seemed to have been a difference of opinion as to the course steered when attempting to run round what was supposed to be Rás Asir. The master gave the ship's course N.W., the second officer N. by W., the quartermaster no course at all, but that he was hauling up quarter and half point at a time, which the Court considered proved that the exact locality of the ship was unknown, and that she was much nearer to the low land than was anticipated by the master. From the evidence given by the master it appeared he had never seen Rás Asir, and therefore mistook the high land of Rás Shenerif for the former place. The Court was of opinion that after the ship had struck the master made every possible effort to save the crew, and that it was owing to the paralysed state of the Chinese portion of it, who got into the boats and prevented them being launched, thereby thwarting all his endeavours, that so many valuable lives were lost (8 Europeans and 23 Chinese). The Court recorded that several witnesses have proved that the master was a careful navigator, and, strictly speaking, a most sober man. From the evidence before the Court there was nothing to show what course the master was steering from noon on

the 9th of July, when his vessel was 90 miles off, until 9-30 P.M., the same night. When he sighted land he showed too much confidence in himself and neglected to take such precautions as a careful navigator, unacquainted with the coast and locality, which is known to be a difficult and dangerous one, should have taken; when the land was sighted several casts of the deep sea lead should have been taken to rectify the position he had worked out by the Polar star, and he was not justified in shaping his course to steer so close to land, *viz.*, two or four miles, without using the lead, and in not doing so he endangered the ship, passengers, crew and cargo. The Court, therefore, found the master guilty of reckless navigation, and, however much the Court may feel for him, and regret having to record such an opinion, the Court considered it its duty to do so, and concluded that the master's certificate should be suspended for nine months.]

The decision of the Court was accordingly confirmed by the Governor of Bombay.

61. The British wooden ship PERUVIAN. CONGRESS [of St. John's, New Brunswick, 1,278 tons register, official number 59276, age 12 years, class not reported], from Calcutta to Boston, with a general cargo. On the 1st July the vessel experienced very heavy weather which caused her to leak; on the 5th the pump gear gave way about shackling, which retarded the progress of the pumps, and she at once commenced making water rapidly. On the 10th when about 40 miles westward of Car Nicobar islands, the vessel bore up for Calcutta. On the 14th she had proceeded as far as latitude 11° N., longitude 92° E., when, owing to the leak increasing, and the vessel laboursome and not sailing well, the master altered her course for Rangoon. Notwithstanding all efforts by pumping to keep the water under, it continued to rise, and on the 18th July the water gained so fast on the ship that she had 11½ feet of water in the hlod, the vessel became unmanageable. The crew, after having provisioned two boats abndoned her at 11 A.M., about 20 miles westward of the Preparis island, in latitude 15° 0′ N., longitude 93° 10′ E. (Bay of Bengal). When all the hands left, the ship had 14 feet of water in her hold, up to the 'tween deck beams. There was a very heavy sea running with hard squalls of wind from W.S.W. and S.W., the men hoisted sails on the boats and ran for Diamond island. An hour afterwards the master's boat capsized, when first officer's boat rounded to and picked up all the men, except the master, who sunk. The vessel was still seen floating along with fore and maintopsails and foretopmast staysail set, and as she was filling fast very rapidly she foundered shortly afterwards. The boat, after three days of very tempestuous weather, made Alguada light about 9 P.M. the 20th, and o kept head to wind until daylight, when she proceeded, arriving at noon alongside the ship *Falls of Clyde*, lying at the entrance to the Bassein river, outward bound. The boat finally arrived up to the town on the afternoon of the 21st July. Value of ship not known. Cargo, value R2,50,000; crew 21 men; one life lost.

[A Special Court of Inquiry was held at Rangoon, on the 1st August, in the Assistant Commissioner's Court, under section 4 of The Indian Merchant Shipping Act, 1875, to investigate the circumstances relative to the foundering of the above ship. The Court was of opinion that the *Peruvian Congress* foundered through stress of weather; that the master probably held on longer than was prudent, considering the increase of the leak, but that after putting back, every possible measures were taken to save the ship; further that the ship was probably old and badly fastened, as she continued to increase her leaks after putting back and going before the wind.]

62. The Arabian bagla SALAMTHEE [of Aden, 64 tons register, no official number, age 30 years], from Berbereh (Africa) to Aden with a general cargo. On the 26th July the bagla was lying at anchor off Sugra; having met with heavy weather she sprung a leak. The leak increased so rapidly as to cause her to founder in latitude 10° 55′ N., longitude 45° 0′ E. (North-East coast of Africa). Value of bagla not reported; cargo all lost, with the exception of the live stock; value unknown. Crew, 17 men and fifteen passengers. No lives lost.

63. The Persian buggarah MOHAMMEDI [of Bushire, 22 tons register, official number not reported, age four years], whilst carrying about 290 bags of wheat for shipment per S. S. *Bengal* lying in Bushire harbour (Persian Gulf) and when alongside the steamer on the 30th July, was swamped by the heavy

sea then running. The boat and cargo sunk to the bottom, and though part of the latter had subsequently been recovered, the grain was entirely useless. Value of buggarah and cargo not reported. No loss of life. (The wreck was caused by the steamer having cut away the rope with which the boat was fastened.)

AUGUST 1882.

64. The British Indian schooner SREE LUTCHMI NARSING MULO [of Coringa, 45 tons register, official number 37 of 1878, age 5 years], from Narainganj to Chittagong, with a cargo of 1,100 maunds sundries. On the 12th August, it being late at eve, and considering it unsafe to lay outside, she proceeded up the Kornafuli river, and when near the Outer Red buoy, she anchored, as she could not stem the ebb; dropped the port anchor, which parted; she then let go the second anchor, the stock of which broke. At 8 P.M. she was dragged on the sands near the Patunga beacon (Chittagong coast) where she became a total wreck. Value of schooner R2,200; cargo, worth R2,500. Crew, 9 men. No lives lost.

65. The British Indian dingy PUTTON [of Kurrachee, 12 tons register, official number, 798, age 15 years], from Suttah-ka-gote in Shahbandar (Sind) to Keti bandar, with a cargo of rice. At 1 P.M. on the 19th August, owing to strong force of the current, the dingy was driven into shallow water and capsized at Malirari-ka-gote about 17 miles from Keti bandar (Sind coast). Value of dingy R1,000; cargo, R750. No lives lost.

66. The British iron ship MACBETH [of Glasgow, 1,554 tons register, official number 80414, age 4 years, classed at Lloyds], from Melbourne to Chittagong, with 800 tons stone ballast. It appeared that at noon of the 21st August she arrived at latitude 16° 32′ 0″ N., longitude 91° 32′ 45″ E., by chronometer and observation of the sun. From that position the ship was steered N. 13° E., until noon of the 22nd; distance run 106 miles, giving the position of the vessel to be latitude 18° 15′ N., longitude 91° 56′ E. From that time until noon of the 23rd the ship was steered N. 7° E., and the distance run 44 miles, placing the ship in latitude 18° 57′ N., longitude 92° 09′ E., by dead-reckoning. From this position until noon of the 24th, the vessel was steered N. 2° W., and the distance run was 65 miles. This placed the ship in latitude 20° 0′ N., longitude 91° 50′ E. The master stated that at 6-30 A.M., on the morning of the 24th, he sighted land, which was reported to be on the starboard beam, and which he supposed to be the Western Borongo; that there was a mirage over the land, so that he could not estimate his distance very accurately, but that, at a rough guess, he took it to be about 30 miles; that he cast the lead at 8 A.M. and found 27 fathoms of water, dark grey sand and broken shells. He then hauled in to the eastward a bit to try to make out the land, but could not distinguish what land it was; the vessel was kept on a N. by E. course until 3 P.M., when the course was altered to N. by W., ship going quite 4 knots an hour. At 6-30 of the same evening he made a light, bearing N.-E., which appeared to have been just lighted and casting the lead got 10 fathoms, which he took to be the Oyster reef light. The land had been in sight throughout the day, and the lead kept constantly going; the least water obtained being 9 fathoms. After observing the light the master and first officer fixed the position of the vessel to be 3 or 4 miles S.-W. of the Oyster reef light. The ship was then steered (true) N.-W. by N., going about 6 knots an hour, and the least water found was 8 fathoms; he had not seen any signs of shoal water. The light was lost sight of at 9 A.M., after which the ship was put on a N.-W. course. When dipped, the light was bearing S.-E., and they were getting from 8 to 10 fathoms of water. She was kept on this course till she struck on the D'Apres shoal (Sunderbuns), at about 11-30 P.M. of the 24th August. A little before she struck, the master got 7 fathoms of water, and that at the moment of her striking the boatswain gave out 6 fathoms. When getting gradually into shoal water (2½ fathoms), the anchor was let go, but unfortunately the vessel settled down on her anchor and bore a hole in her bottom; she at once began to fill and finally settled down on the sand. At half ebb tide the water was awash with her main rail, when, finding that she was in a dangerous condition, the first officer, with some of the crew, were sent off in a boat to Chittagong for assistance. On the night of the 26th the master and remaining crew then abandoned the

vessel, and subsequently arrived safely at Chittagong. On the 27th the Port Officer of Chittagong visited the wreck, and found the vessel was deserted lying with her head S. by E. with a slight list to starboard; her main hatches had been washed off, and water washing about her decks, and on her starboard side, the bulwark rail was level with the water. Value of ship *Macbeth*, £18,648. Crew, 29 men. No lives lost.

[A Special Court of Inquiry was held at Chittagong in the Officiating Magistrate's Court, on the 5th September, under section 4 of The Indian Merchant Shipping Act, 1875, to investigate the circumstances attending the loss of the above vessel. The Court after duly weighing the evidence given, considered that the master of the *Macbeth* had displayed gross negligence in the navigation of his ship in shoal water, and was of opinion "that his certificate should be dealt with." The case was also investigated in the Court of the Sessions Judge at Chittagong, from the 19th to the 25th September, under the provisions of section 5 of Act IV of 1875, and decided against the master of the *Macbeth*. In delivering judgment the Court remarked that "we concur in holding that the master has been guilty of misconduct, to wit, neglect to verify the ship's position, or to anchor until he had ascertained it; and find the master to have committed both the acts of misconduct imputed in the charges. Taking into consideration the fact that the master, as noticed by the Assessor, was sober throughout, and anxiously attentive to the progress of the vessel, and that he had already made preparations for anchoring, though too late, and that no previous misconduct is alleged against him, the sentence of the Court is that the master's certificate be suspended for three months from the 25th September".]

The Lieutenant-Governor of Bengal remarked that it appeared from the inquiry that the loss of the ship was entirely due to unskilfulness of the master, and the fact that he was a sober man afforded no palliation of his conduct. He had no unusual difficulties to contend against, and there was nothing to mislead him, except an error in a book not published by authority, which he might easily have discovered by a reference to the authorized official chart. The Lieutenant-Governor concurred in the finding of the Court, and confirmed the sentence, as he had, under the Act, no power to enhance it.

67. The Native battalla *Varisal* [of Cutch, register tonnage, official number, age, &c., not known], from Baliapatnam to Bombay, with a cargo of cocoanuts. On the 24th of August she sailed from Bombay; all went well until the 30th, when she met with a severe gale off Kumbla, and anchored in ten fathoms of water. At 3 A.M. a sudden gust of wind struck her, and the battalla being top heavy, capsized 30 miles south of Mangalore in latitude 12° 34′ N., longitude 74° 50′ E. (Malabar coast). Value of battalla not reported. Cargo all lost. Value R2,080. Crew, 5 men. No loss of life.

SEPTEMBER 1882.

68. The British Indian suvala GANESHPRASAD [of Esswentghar (Jaytápur) 22 tons register, official number 2074, age 20 years], from Diggi (Kanara) to Jaytapur. On the 5th September, during adverse winds and heavy sea, the suvala anchored off Guhágar (Bombay coast), whilst at anchor she broke away, and was dashed against the Mandel rocks and broke up. Value R825. No cargo on board. No lives lost.

69. The Native battalla GODAWARIPRASAD [of Cutch Mándvi, 63 tons register, official number 1660], from Cutch Mándvi to Calicut. On the 8th September, whilst the battalla was on her way, she met with stormy weather, with heavy rain, and was drifted on to the rocks off Keeva point near the Jaytápur lighthouse (Bombay coast). Value of battalla, R2,000. No cargo on board. No lives lost.

70. The British Indian wooden brig FAIZUR ROHOMAN [of Chittagong, 145 tons register, official number 12 of 1879], from Naraingani to Chittagong with a cargo of jute. At 11 A.M. on the 10th September the brig experienced strong southerly winds and sprung a leak when at anchor abreast of Bashbaria in the Sundeep channel (Sunderbuns), and after parting both anchors, went ashore. Value of brig R12,000; cargo worth R7,000 was damaged by water. No loss of life.

71. The British Indian battalla LAKHMIPRASAD [of Surat, 55 tons register, official number 3325, age 40 years], was moored near the wharf at Surat (Gulf of Cambay), in order to undergo repairs. At 1 P.M. on the 10th September, in consequence of a high flood, she broke from her moorings, struck against the Nánpurá ghât and broke up. Value of battalla, ₹1,200. No lives lost.

72. The Arabian bagla KHADRA [of Maskat, register tonnage, official number, age, &c., not reported], from Maskat to Surat, with a cargo of limestones. After leaving the port of Miáni, near Dwárka, on the 7th September, she met with a storm which continued all day and night. The sea washed over her, she having made water the crew set to bailing her out, and a quantity of the cargo was also thrown overboard, but to no purpose; finding that she could not possibly reach her destination, the crew gave up all hopes of saving her or the cargo. On the 10th she anchored off Veráwal bandar (Káthiáwár coast) in 13 fathoms of water; the waves being high she could not be brought up inside the bandar, nor could she discharge her cargo, as she was full of water. At night the tindal set sail, steered towards the land and ran her on shore near the walls of the eastern fort of the bandar, where she shortly afterwards broke up. Value of bagla and cargo not reported. No lives lost.

73. The Native craft NAVADI MADATSAWAMI [of Dwárka (Káthiáwár) 160 tons register, official number unknown], from Maskat to Bombay, with a cargo of dates. During a storm on the 11th September, the craft became unmanageable and was driven on the rocks to the south of Pos Pir point, Basseen creek (Bombay coast), and broke up. Value of craft ₹5,000; cargo, ₹22,000. Crew, 4 men, and 4 passengers were saved in the toney belonging to the craft.

74. The British Indian brig CHAUL AMIR [of Ichápatam, Ganjam, 200 tons register, official number not known, age 8 years], from Narainganj to Chittagong, with a cargo of jute. At 3 P.M. on the 19th September the brig struck on a sand bank off Chur Sikandar in the Jalchira river (Sunderbuns) at low ebb, and subsequently rolled over owing to the strong bore, which came up with the first of the next flood tide. Value of brig ₹8,000; cargo, value ₹12,900 Crew, 19 men; four lives lost.

75. The French wooden barque ASIE MINEUERE [of Bordeaux, 407 tons register, official number 3384, age 18 years, classed at Veritas 5/6 L.I.I.], from Pondicherry to Chittagong, with 225 tons stone ballast. On the 29th September, at about 5 P.M., the vessel, whilst in latitude 22° 12′ N., longitude 91° 33′ E., Sundeep channel (Sunderbuns), grounded in consequence of strong currents and thick fogs. She floated off after being aground for 11 hours. On arrival at Chittagong the Surveyors estimated that it would require an outlay of ₹20,200 for repairs, &c., to the vessel before she could be re-classed. The barque was subsequently abandoned as a total wreck, and the hull was sold by public auction at Chittagong for the sum of ₹10,225. Crew, 12 men. No loss of life.

OCTOBER 1882.

76. The British iron barque ABERDEENSHIRE [of Glasgow, 1,272 tons register, official number not reported, age 4 months, classed at Lloyds 100 A. I.], from Glasgow to Calcutta, with a cargo of 1,900 tons of iron railway sleepers. The barque left the Clyde on the 6th July, and on the 3rd October sighted Borongo near Akyab—the first land she made during the voyage. The master then shaped her course for the Mutla lightship, which he sighted on the afternoon of the 5th October. As the wind was then falling light, the master tacked ship and stood to S. S. E., keeping all night in view of the lightship on the starboard side. On the morning of the 6th she was in sight of the hull of the lightship, and the master despatched a boat to the lightship, with a view of ascertaining his exact position. The Commander of the I. G. S. *Undaunted* towed the boat back to the *Aberdeenshire*, and running his vessel alongside the latter, he hailed "Pilot brigs bear," holding up at the same time a black board showing "W. by S., 37 miles," thus indicating the course which the *Aberdeenshire* should steer. The master understood these instructions, immediately wore ship and steered W. by S., close hauled on the port tack. About noon the wind freshened, and the *Aberdeenshire* made 4 to 5 knots per hour; but at 2-30 P. M. she lost sight of the lightship, and simultaneously the wind fell to

nearly a dead calm, and broke the ship off to N. 50° W. She was then in 7 fathoms; but she shoaled her water rapidly, making 6 fathoms at 4 P.M., 5½ at 4-45 P.M., and 5¼ at 5 P.M., the ship's head being to N. W. At 5 P.M. the master gave orders to anchor, which was promptly done, the ship taking freely 30 fathoms of chain. The master stated that at this period no tide was perceptible, and the log of the lightship showed only a half knot current to N. N. W.. After anchoring, the master clewed up the small sails and courses, intending to weigh, when a breeze arrived. The weather continued very fine, and the sea smooth with a slight swell. At 8 P.M., the master and chief officer laid down to sleep on the skylight, leaving the second officer in charge of the anchor watch. The second officer did not seem to be at any pains to ascertain the position of the ship's head, but contented himself with walking the quarter-deck till 9 P.M., when he felt the ship touch the ground on the Subtermukhi sands (Sandheads); he roused the first officer and master. The gig was lowered and soundings taken round the ship, when an average depth of 4½ fathoms was reported, the vessel's head then being at N.W. ½ N. The master finding the chain cable "growing" under the ship's bottom, feared that she had settled down on the anchor, and ordered it to be hove up. The anchor came up without the stock; the ship bumped more heavily than before, but not more than enough to shake the topsail yards. At 11 P.M., the well showed 6 feet of water as compared with a previous average of 3 inches, making it evident that the ship had sprung a leak; the master therefore had the pumps manned, and ordered out 3 of the ship's boats, with two men in each, to provide against contingencies. At midnight, finding that the water gained rapidly on the pumps and stood at 9 feet 4 inches, the master ordered the pumping to cease, and at 1-30 A.M., on the 7th, all hands got into the boats alongside. At 2 A.M., as the hatches blew up and the ship was evidently settling down and becoming more firmly embedded in the sand, the master boarded his gig and abandoned the vessel. The boats steered for the reflection of a light visible to the N. W.; at daybreak, as they were suffering severely from thirst, the crew pulled back for the wreck, a distance of 12 miles. They found her head still N.W. by N., and her stern, from 15 feet abaft the mainmast dry. But the sea had gutted the cabin, and it was with difficulty they secured 12 gallons of water from the pantry cistern, and a few tins of preserved provisions. Leaving the wreck again at 6 P.M. the crew pulled all night in a N. W. direction, guided by one of the ship's compasses, and at 11 A.M. on the 8th they were picked up by the S. S. *Mahratta* N. E. by E. of the Lower Saugor sand buoy and brought to Calcutta. The wreck was visited by the I. G. S. *Undaunted* on the 22nd, it was found lying at a distance of 14 miles N. W. ¾ N. of the Mutla lightship; her hull was entirely submerged, the masts only being visible. Her head was to W. N. W., and she laid in 3¼ fathoms. Value of ship *Aberdeenshire*, about £16,000; cargo all lost, value not reported. Crew, 24 men, and one passenger (master's wife). No loss of life.

[A Court of Inquiry was held in the Port Office, Calcutta, by the Officiating Joint Magistrate, 24-Pergannas, on the 24th October, under section 4 of Act IV of 1875, to inquire into the cause of the loss and abandonment of the above ship. The Court considered that this misfortune was primarily due to a lamentable error of judgment on the part of the master of the *Aberdeenshire*, in not anchoring at 2-30 P. M. on the 6th October, when he lost sight of the Mutla lightship; the wind fell light and hauled to westward, breaking the ship off to N. 50° W., and the water shoaled to 7 fathoms. Had he then anchored and waited for a breeze, the *Aberdeenshire* would have, in all probability, been lying in the Hooghly. By delaying to anchor, he allowed his ship to drift with the following tide on to the sands, 14 miles N. W. of the Mutla lightship. The master appeared also to have taken no special pains to ascertain the state of the tide, which; with the appliances at his command, he could easily have done; and the Court was not disposed to credit the evidence of the first and second officers, as regards the soundings taken by them, as it was practically impossible that a vessel drawing 19 feet of water should have grounded in 4¼ fathoms. Nor could the Court exonerate the first and second officers from blame in the matter. Neither appeared to have thought it worth while to observe the set of the tides or the position of the vessel's head. The former omitted to save his log book, though he would have had no difficulty in doing so; and it was during

the latter's watch that the ship took the ground. The Court remarked that the crew were stated by the master to have behaved with coolness and discipline. If so, it was, to say the least of it, strange that the boats should have put off from the wreck on the first occasion without compasses or provisions worthy of mention, and with only one beaker of water between them; and this though they were for two hours alongside the ship. The first officer attempted to explain the omission of the water-beakers by alleging that they were washed overboard before the boats left; but had this been the case, there was ample time to admit of the loss being made good, as was done when the boats returned to the ship. If the crew had encountered bad weather whilst in the boats on the 7th or 8th October, the consequences of the omission of the indispensable supplies might have been disastrous.]

The Lieutenant-Governor of Bengal observed that the finding of the Court, though correct, was far from complete. The Court took no steps to deal with the officers whom it considered in fault, and made no recommendation as to the action to be taken by the Government. As the witnesses had been allowed to leave the port (Calcutta) before the case could be considered by the Government, it was not possible for the Lieutenant-Governor to order the institution of any further proceedings, and a failure of justice consequently occurred. The Court having found, in the course of the investigation, that grounds existed for charging the master or any of the officers with incompetency or misconduct, should at once have proceeded under section 9 of the Act to frame charges. The fact that the Court had been appointed under section 4 in no way barred the adoption of this course.

77. The Native kotia DOULAT PASSA [of Cutch Mándvi, 77 tons register, official number 83, age 2 years], from Bombay to Mangalore, with a general cargo. On the 13th October the kotia was entering the Mangalore harbour (Malabar coast) at high water; immediately after crossing the bar the wind suddenly failed, and she drifted back; before the anchor could be let go she grounded. A portion of her cargo was thrown overboard to lighten her; after having been got off she was found making water. The tindal hoisted sail and took her one mile north of the port boundary, where she was deliberately run ashore, and subsequently broke up. Kotia, value ₹2,100; cargo, worth ₹9,000 was lost. Crew, 8 men. No lives lost.

78. The British iron paddle steamer OUDE [of Calcutta, 282 tons register, no official number, age 20 years, no class], from Calcutta to Dibrughar and Assam, with a flat made fast on each side (the *Nowgong* and *Bishnath*) anchored opposite the Botanical Gardens on the evening of the 13th October, with nearly a full cargo in one flat; the other flat being unloaded. At daylight on the following morning the steamer weighed, with a strong ebb tide running about four knots, to turn round and proceed down the river Hooghly. There were very strong eddies in the river, and the wind was blowing in strong gusts from a S. E. direction, or diagonally across to the north bank; in fact the bad weather which prevailed for some days at the time was just setting in. The ship *St. Mildred* was lying at anchor off the Botanical Garden steps; the ship *Jura* was in moorings at Matea-bruj ghât, a little further down the river and close to the south bank; whilst the ship *Duleep Singh* was lying at anchor in the stream somewhat over half a mile lower down, and was about to weigh and turn down the river. When the *Oude's* head was down the river, the helm was steadied and eventually placed hard-a-starboard; but her head, owing to the strong wind acting on the lofty superstructure of the steamer and flats, and also probably in part owing to the eddies, kept paying off and approaching the north bank, being also set across by the tide, which sets somewhat across the river here, being deflected by the projecting point known as Camberbatche's point. On seeing that there was a risk of collision, the master stopped the engines and reversed full speed, but not in time to avoid a slight collision between his starboard flat and the *St. Mildred*, by which slight damage only was done, the steamer being uninjured. The engines were kept astern full speed until clear of the ship; the *Oude* backed across the river, and was so far over to the south bank that, before she got headway again, she was drifted by the tide and wind on to the outer buoy of the *Jura's* moorings, slightly fouling the *Jura*; her starboard flat doing and receiving little damage. After clearing the *Jura* she was anchored close to her to enable the master to ascertain whether the damage sustained by

the flat was sufficiently serious to prevent his proceeding, and at this time no one seemed to have suspected that any damage had been done to the steamer. It appeared, however, the buoy slipped under the bottom of the *Oude*, and that in so doing it ripped the bottom plating of the steamer in more than one place; and almost immediately after anchoring, the engine room was found to be filling with water. One hole had been stopped by the engineers, but there appeared to have been others, not accessible readily, in the coal bunkers; the master then took the only course open to him, *viz.*, to attempt to beach the vessel. Accordingly the chain was slipped and the flats were cast off, but the engines would not work, or only worked a short time, the fires being put out by the rising water. In this helpless state the *Oude* was drifted by the wind and tide across the bows of the *Duleep Singh*, where, after hanging for a short time across the chain cable, she broke in two and sank in 9 fathoms of water, very nearly in mid-channel. Even had she not had this collision, the same result would have followed. Value of *Oude*, ₹2,50,000. Crew, 50 men. No lives lost.

[A Court of Inquiry was held at the Port Office, Calcutta, by the Officiating Chief Presidency Magistrate, on the 7th and 9th November, under section 4 of Act IV of 1875 (The Indian Merchant Shipping Act, 1875), to investigate the circumstances attending the collision between the inland steamer *Oude* (with two flats in tow), the ship *St. Mildred*, the ship *Jura*, and the ship *Duleep Singh*. The Court was of opinion that the loss of the *Oude* was caused by her collision with the buoy to which the *Jura* was attached. The collision with the *St. Mildred* no doubt led to the *Oude* drifting down upon the *Jura*, but it appeared that the collision with the *St. Mildred* was unavoidable, being caused by the strong wind which was then blowing and the strong eddies in the river. The Court remarked that it was suggested by the first mate of the *Jura* that the collision with the buoy and the *Jura* might have been averted had the anchor been let go. The Court did not, however, consider that, having regard to the distance between the *St. Mildred* and the *Jura*, the anchor could have been let go in time to bring up the *Oude*, and so avert the collision. The damage done to the *Oude* by the buoy almost at once disabled her. The master, rightly attempted to beach her when he perceived what damage had been done, but found that her engines would not work. In this state the *Oude* drifted across the bows of the *Duleep Singh*, touched her, and went down shortly afterwards, before the pilot could ship the *Duleep Singh's* chain. The damage done by collisions with the *St. Mildred*, the *Jura*, and the *Duleep Singh*, was all slight. The Court did not attribute the loss of the *Oude* to any misconduct, or neglect, or want of skill on the part of the master of the *Oude*. He and his engineers and crew seemed to have done their duty throughout.]

The Lieutenant-Governor of Bengal concurred in the finding of the Court.

79. The Maldivian hori BURRA BHUNDARA [of Kulumadu Atool (Maldivh islands), 110 tons register, no official number, age about 16 years], from Kulumadu Atool to Calcutta; with a cargo of cocoanuts and coir. On the 15th October, at about 8 P.M., whilst coming up the river Hooghly, the craft met with a gale, when she was drifted on the Eastern Brace sands and broke up. Loss, value ₹3,000; cargo all lost, value ₹8,400. Crew, 38 men; four lives lost.

80. The British composite steam cutter NIL DESPERANDUM [of Akyab, 45 tons register, official number and age unknown], from Kyouk Phyou to East Borongo island (Akyab) with a lady and three children. At 4 P.M. on the 15th of October, whilst proceeding out of Kyouk Phyou harbour, the cutter struck on a sunken rock in Combermere bay, half a mile S.S.E. of Keong Syak island (Burma coast), and went down in 15 fathoms of water within half an hour. Loss of cutter about ₹15,000; stores and plant, value ₹500. The crew, 8 men, and 4 passengers, were saved in the cargo boat which was in tow. (It was reported that the syrang did not make sufficient allowance for the ebb tide, which took the cutter broadside on to the rocks.)

81. The British iron screw steamer GULF OF FINLAND [of Greenock, 1,506 tons register, official number 81805, age 2 years, classed at Lloyds A. I. 100], from London to Sydney, with 3,000 tons general cargo valued at £70,000. The steamer left London on the 24th September bound for Adelaide, Melbourne and Sydney; arrived at Port Said on the 10th October, and Suez on the 12th, she

carried 9 adult passengers and 4 children. All went well up to the 18th, when at a quarter to 1 A.M., she passed High island one mile off on the starboard quarter. Ship steered S. E. by E. by magnetic; the weather being dark, very cloudy and dull, wind southerly and light. She continued this course until High island bore well on starboard quarter, distant about one mile. The Abú Ail islands were indistinctly seen half a point on the port bow about 2½ miles, when the master altered the course to S. S. E., magnetic. The second officer observed and reported the low rocks appearing on the starboard bow; the master immediately ordered the helm hard-a-starboard, and ship had paid off half a point when she ran, at 1-15 A.M., on the reef off the East point of Jebel Zukur island (Red Sea), and remained fast. The engines were stopped and ballast tanks and bilges sounded; the carpenter reported the bilges tight forward, and after ballast tanks and amidship tank filling slow. The crew heaved the deck coal overboard, at the same time had a stream anchor run away, with steel warp attached on the port quarter to prevent the ship from swinging or canting her stern in on the reef; the engines were put full speed astern, but failed to move the ship. The British India Steam Navigation Company's S. S. *Hazara*, which was returning from Egypt, on observing rockets of distress at about 3 A.M., on the same day, made for the wrecked steamer, and finding it impossible to tow her off, took her passengers on to Aden, taking also the second officer of the *Gulf of Finland* to procure assistance. The steamer continued to heave coal overboard, and at 10 A.M., the Austrian Lloyd's S. S. *Voorwarts* attempted to tow the ship off, but failing to pass hawser in three hours, she could not remain longer, and proceeded at 1 P.M. The British India Steam Navigation Company's S. S. *Culna*, which was also returning from Egypt, made an attempt at 5-30 P.M., to get her off, but the hawser was carried away; the engines were then kept going full speed astern up to the 21st. Her Majesty's ships *Tourmeline*, *Euryalus*, and *Euphrates* sent officers on board the wreck who got all information as to ship's position and took soundings all round; but finding the towage services would be premature, and not being able to lighten ship, proceeded to Aden. On the 24th the wind and sea increased very much, and the ship began bumping and straining all night. On the 25th the ballast tanks filled, and found 4 feet of water in the forward holds, and the leakage rapidly increased till nearly up to 'tween deck beams. The master, finding that no assistance had come in any shape, sent the first officer on to Aden per Peninsular and Oriental Steam Navigation Company's S. S. *Sutlej*. Shortly after the S. S. *Operculum* arrived with the second officer on board, and all efforts to get the vessel off proved fruitless. She was subsequently abandoned as a total wreck. Value of *Gulf of Finland*, about £35,000. Cargo, worth £24,000 was lost; the remainder, valued at £46,000 was saved. The hull was sold for R7,000, and the cargo remaining on board for £500. Crew, 30 men. No lives lost.

[A Court of Inquiry was held at Aden in the Political Resident and Sessions Judge's Court, on the 29th and 30th November and 1st and 6th December, under section 5 of Act IV of 1875, to investigate the circumstances attending the wreck of the above vessel. The Court observed that there were no complaints made regarding the compasses on board, nor any remarks referring to any unusual current experienced; the weather appeared to be somewhat hazy towards the land; the sea was calm with a moderate breeze on. The master and second officer showed that the steamer *Gulf of Finland* was well north of High island before midnight on the 17th October, and all went well up to that time. The courses steered up to 1 A.M. on the 18th appeared to have been good, and the ship carefully navigated. The evidence showed that the master was on the bridge from a little after 12 midnight, and only left for two minutes to consult his chart—which was on the lower bridge—and had barely returned when low rocks were reported in sight; he at once ordered the helm hard over, when the vessel struck. Every effort seemed to have been made to get the ship off, but without success. The Court concurring in the opinion expressed by the Assessor, considered that; after clearing the Abu Ail reef, the master should have altered his course more to the eastward, no danger then lying between him and the Arabian coast, instead of hugging Jebel Zukur, and that this was an error of judgment. The Court, from the evidence received, considered that the master was a good and careful navigator, and bears the character of a strictly sober person, found no grounds for charging him with incompetency or misconduct,

but the Court considered that the master was deserving of a reprimand for the error in judgment shown by him, and the Court trusted that the reprimand given to the master might have a beneficial effect on him in future.]

The finding of the Court was confirmed by the Governor of Bombay.

82. The British iron steamer GOALPARA [of Calcutta, 637 tons register, no official number and class, age 10 months], from Calcutta to Dibrughar, with a general cargo. The vessel was a river steamer belonging to the India General Steam Navigation Company, and whilst on her voyage through the Sunderbuns, with two flats lashed alongside, grounded on a bank, at about 4 P.M., on the 29th October, the remains of an island formerly known as White's island, at the junction of two creeks known as the Seerfulla and Kaikalmari. The tide was at the time about three quarters ebb, and the steamer was left dry at low water, when, apparently owing to her being deeply laden and to the bank being of hard clay and somewhat higher in the centre than at the sides, she broke her back. On the tide rising she was floated by the rush of the flood off the shoal, and set up the channel, eventually foundering in deep water. One of the flats (the *Varuna*), was in imminent danger for a short time, but her master slipped her fastenings from the *Goalpara*, and she was saved. Value of steamer ₹2,00,000; cargo ₹5,800. The crew, 64 men, and 6 passengers, were transferred to the *Varuna* where they remained for two days, and were subsequently taken up by a passing launch and brought to Calcutta.

[A Court of Inquiry was held at Calcutta in the Chief Presidency Magistrate's Court, on the 6th December, under section 4 of Act IV of 1875 (The Indian Merchant Shipping Act, 1875), to investigate the circumstances attending the loss of the *Goalpara*. The Court was of opinion that the wreck was due to the narrowness of the channel and the sharp bend of the river at the junction points, and to the master keeping out a little too far from the point of which a spit was known to be extending, and to his being carried by the opposing tide which he met on entering the Kaikalmari on to the shoal which occupied the position of the former island. The whole channel was very narrow. No particular danger could have been apprehended from the mere grounding, as it was by no means an unusual occurrence for inland vessels of the class to which the *Goalpara* belonged to go aground. It seldom, if ever, occurred that such a steamer completed a voyage to Assam without grounding repeatedly. In this case it appeared that the bank was of stiff clay, and it so happened, that it was somewhat raised amidships. The coal on the steamer was loaded on the after part of the hold, and the greater part of the remaining cargo, *viz.*, the railway material, on the fore deck. The fact of her being so loaded would tend to cause the vessel to break up when the tide left her. The Court observed that the vessel had been surveyed in June last in the usual manner; she was an old vessel, but had been almost entirely re-constructed within the last twelve months. There were no charts of the channels through the Sunderbuns, and no marks to assist the navigation, and the channels were subject to incessant changes. The Court did not consider the master to blame for carelessness or want of skill, and he appeared to have done all that could be done on the occasion after the accident. He bore a high character with his employers, who had, since the accident, given him command of another vessel. The Court did not consider it necessary to prepare any charge against the master under the Act, and recommended that his certificate should be returned.]

The Lieutenant-Governor of Bengal concurred in the finding of the Court, and directed that the master's certificate be returned to him.

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83. The British iron screw steamer ISCHIA [of Barrow, 2,012 tons register, official number 83984, age 6 months, class unknown, belonging to the Anchor line of steamers], from Bombay to Liverpool, with 4,850 tons of wheat, grain, coffee, wool, &c. The vessel after leaving Bombay on the 10th November, experienced fine weather on her way until arrival at Aden on the 17th, she coaled on the 18th, and proceeded out of the harbour the same day at about 4-25 P.M. The Aden light bearing E. N. E., about 15 miles distant, the master set course W. S. W. magnetic, until 12-30 A.M. on the 19th; at 2 A.M. the course was W. N. W. and from that time until the Perim light was seen at 3-10 A.M., the course was N. W. by N. The Perim light was sighted, which bore N. N. W. The

vessel was then steering direct from the light, and was proceeding at the rate of 10½ knots per hour. The master stated that, whilst getting towards the Small Straits he found a strong current setting towards the westward, and was obliged to port the helm four or five different times in consequence. At 5-20 A.M., on the 19th, whilst the vessel was entering the Small Straits of Perim, she struck on Azalea reef or part of the *Azalea* on port bow, in latitude 12° 38′ N., longitude 43° 26′ E. (Red Sea). The master immediately slowed the engines, and shortly afterwards found forepeak full of water; sounded No. 1 hold and found 16 feet of water. The water rising fast she steamed slowly through the Straits and rounded the ship to make Perim harbour, but perceiving the water coming over No. 1, 'tween deck hatches and running along 'tween decks to Nos. 2 and 3 holds, the master beached her on the N. W. side of the island on a sandy beach. The master, in order to prevent the vessel from going down in deep water, kept the engines and pumps going until the fires were extinguished by the rush of water into the engine-room. Cargo was jettisoned from No. 1 hold in order to get No. 1 'tween deck battened down, but found it impossible to do so. The master then jettisoned cargo from No. 4 hold to prevent the water from getting into the after part of the ship, but his endeavours were fruitless, as the ship filled from underneath, the engine-room and stoke hole being nearly full of water. At midnight of the 19th, finding she was settling down fast, all hands left the ship and landed on the island. Captain Burns, Agent for the Underwriters (Glasgow), arrived on the scene of the wreck on the 6th December with about 170 men and 7 buggalows to assist in saving the cargo and lifting the ship, but nothing could be done. She was ultimately abandoned as a total wreck. Value of *Ischia*, £50,000; cargo, £100,000. Crew 42 men, and one deck passenger. No loss of life.

[A Court of Inquiry was held at Aden in the Political Resident and Sessions Judge's Court, on the 20th, 21st, 22nd and 23rd December, under section 5 of Act IV of 1875, to investigate the circumstances attending the loss of the above vessel. The Court after duly weighing all the evidence that was brought before it, observed that no effort was made by the master of the *Ischia* to take bearings before entering the Small Straits. The master gave it as his reasons that in consequence of the night being cloudy and dark, he had not the opportunity of taking a bearing, and that in the Red Sea Pilot it said "that when making the passage of the Small Straits trust to your eye in preference to a compass." The man at the wheel corroborated the master's statement to the effect that the vessel was ported three points whilst getting towards the Strait. The Court was of opinion that with such a heavily laden vessel the master of the S. S. *Ischia* should have made the passage through the Large Strait. In the dark, attempting the passage of the same, every precaution should have been taken; and the Court could not help agreeing with the Assessor that the master trusted entirely to his eye, he put too much reliance on his own judgment, and for so doing he acted rashly in thus navigating his vessel through the narrow Strait; had he got the centre of the channel on a N. N. W. bearing before trusting to the eye, he would probably have been safe. The evidence further showed, that the vessel was properly navigated until she entered the narrow Strait; that the master had been in the employ of the Anchor line, Glasgow, for the last 16 years, and that he was a careful navigator and a strictly sober man. The Court having carefully considered the evidence before it, and taking into consideration the length of service of the master, found him fully deserving a reprimand for the error in judgment shown by him, and trusted that the reprimand would have a benefical effect in future.]

The finding of the Court was confirmed by the Governor of Bombay.

84. The British iron steamer BOMBAY [of Calcutta, 196 tons register, official number 52699, age 17 years, no class], was employed as a tug in the river Hooghly. The *Thalatta* arrived off the Sandheads, on the morning of the 23rd November, made the Eastern Channel light at 3 A.M., and steered towards it, keeping it open on the port or lee bow, about 2½ points and steering N. W. On nearer approach a light was seen ahead, which proved to be the riding light of the tug *Bombay* which was lying at anchor three or four miles to the E. N. E. of the lightship, and riding with her head about E. by S., waiting for daylight to proceed in search of a ship to tow to Calcutta. The helm of the *Thalatta* was then starboarded, and the course altered to N. W. by W., so as to open the

steamer's light on the starboard bow; and had this course been maintained she would have cleared the tug. The *Thalatta* commenced shortening sail; all hands were called at 4 o'clock, and every one on deck was engaged on that duty. The second mate, who was then on watch, was also sent by the master of the *Thalatta* to assist in the work; and further, the master himself sent the look-out man to assist in taking in the flying jib, with orders to keep a look-out as well. The first mate, who was to come on watch at 4 o'clock, was dressing in his cabin; the master left the deck to speak to the first mate, then went into his own cabin to have a look at the chart, leaving for the moment no one to keep an eye on the steamer, or to superintend the man at the wheel. A few minutes after 4 A.M., the *Thalatta* came into collision with the *Bombay* violently, damaging the latter vessel so seriously that she sank about an hour afterwards. The first mate had just come on deck, and the master had been only a few minutes in his cabin, when the danger was seen by the look-out man who was employed about the jib; his attention was probably first called to it by a hail from the tug; the cry of "hard-a-starboard" was passed to the wheel, but too late to avoid a collision. The tug had no steam ready, and therefore could not take any measures to avoid the collision, the change of course said to have been made by the *Thalatta* had been made apparently a very short time before the accident. Value of *Bombay*, R1,00,000. Crew 57 men. No lives lost.

[A Marine Court of Inquiry was held at the Port Office, Calcutta, by the Officiating Chief Presidency Magistrate on the 7th, 14th, 15th, and 16th December, under section 4 of Act IV of 1875, (The Indian Merchant Shipping Act, 1875), to investigate the circumstances attending the above collision. The master of the *Thalatta* was charged with misconduct on the following grounds, *viz*: (1) That by reason of his neglect to keep a proper look-out, the ship *Thalatta* came into collision with the steam-tug *Bombay*, whereby the latter was lost; (2) That before leaving the deck and going into the cabin, he did not inform the man at the wheel, or the first mate that the *Thalatta* was near to, and approaching a steamer which had been observed nearly ahead; (3) That he went into the cabin without having made proper provision for a sufficient look-out being kept at a time when he knew that he was approaching a steamer, the Pilot brig, and the Eastern Channel lightship; (4) That when he was approaching the steamer, the Pilot brig and lightship aforesaid, he sent the man at the look-out to do other work, and subsequently himself left the deck without having arranged that any one should take his place; (5) That he did not reduce sail and approach the pilot station with proper precaution. The Court in considering this case, the question really was, did the *Bombay* weigh or drag her anchor. If not, the *Thalatta* was to blame. A sailing ship coming in collision with a vessel at anchor, which had its light up, was *primâ facie* in the wrong, and unless he could shew some good reason, the master must be held to blame. The Court remarked that the time that elapsed between the two vessels sighting each other and the collision, could not well have exceeded quarter of an hour. Two miles was an outside distance to see a sailing vessel at night, and the distance was probably not more than one and-a-half miles when the ships sighted each other, and each vessel appeared to have seen the other in good time. There was no doubt the *Bombay* had been lying at anchor during the whole night, and even had they, on sighting the ship, begun to get the chain on the capstan at once, and heave in, there would not have been time to trip the anchor in the time given. The *Thalatta* would drift to leeward with a current just as fast as the *Bombay*, if the latter had weighed. The discrepancies in the statements of the *Bombay's* witnesses appeared natural; had falsehood been intended their stories would have agreed better. There was no suggestion of any of these witnesses that the *Bombay's* chain was shortened in at all. The Court observed that as the *Bombay's* witnesses, at any rate the master and mate, must have been aware, and they would not have dared to tell a deliberate falsehood. The Court considered also whether, as a matter of fact, the steam was quite down, or a few pounds shewing at the gauge, as is generally the case when fires are *banked*, was immaterial. In either case the engines could not have been moved. The Court attributed the accident to the man at the wheel of the *Thalatta* having, probably only for a minute or so, allowed the ship to come up to windward of her course. Indeed the man had made some admission to that effect, and as he was not aware of the fact of there being a steamer to windward, he

would be likely to err in that direction, rather than in letting the ship go "off" too far, towards the vessel he *knew* to be to leeward. This would not have mattered had there been a proper look-out on board the *Thalatta*, or had the officer of the watch been aware of the critical position of the ship. Being steered, as she was, diagonally between two vessels not very far apart, the attention of the master or some competent officer should have been given entirely to watching the ship's course. No doubt the master thought the *Bombay* further off than she really was, and that he had time to go below and consult the chart, but prudence should have led him to put a man to keep an eye on the steamer, especially as he had not ascertained whether she was under weigh or not; and he had no reason to assume the former, as no side-lights were seen on the *Bombay*. It was clear that the alteration of course leading to the accident need only have lasted a very short time, and the few minutes of absence from the deck on the part of the master, under these circumstances, led on this occasion to disastrous consequences. According to the *Thalatta's* account she was sailing without any look-out, and she was distinctly to blame on that account.. The difference in height of a mast head-light and a riding light in a tug are inconsiderable, and no inference could have been drawn from it. The evidence showed that the *Thalatta* had all plain sail set up to about ten minutes before the collision, or about a mile off the *Bombay*, and that at the time of the collision she had only taken in her mainstaysails, royals, and flying jib. The Court was clearly of opinion that sail should have been shortened much sooner, so as to approach the Pilot station under easy sail, especially at night time. At this time of the year it was known that many vessels may be found lying anchored all round the light-vessel, and a vessel with all her courses set was not under the immediate command she should be at such a time. It was quite possible the *Bombay's* chain was parted by the force of the collision, or that her anchor was dragged, the *Thalatta* carrying the tug before her for some distance. The Court, therefore, considered that the master of the *Thalatta* was in fault in not having a proper look-out at a critical time, and that he was not on deck when the safety of the vessel required his personal supervision, and taking into consideration his previous good service, recommended that his certificate be suspended for three months only.]

The Lieutenant-Governor of Bengal concurred in the finding of the Court.

85. A British Indian boat (name unknown) [of Chur Bardholi, Noakhali, 16 tons register, no official number, age 7 years], from Calcutta to Noakhali, with a cargo of coals. The boat anchored near Lalan chur, Jalchira river (Sunderbuns), and at night ebb tide on the 23rd November she struck on the chur and capsized; cause, strong bore. Value of boat ₹500; cargo, ₹55. The crew, 7 men, saved themselves by swimming ashore.

86. The British iron paddle steamer DE GREY [of Calcutta, 260 tons register, no official number, age 16 years, belonging to the Assam Railways and Trading Company], from Kotri to Kurrachee and Calcutta. The vessel steamed out of Kurrachee harbour with two flats in tow astern, one behind the other, with favourable weather, on the morning of the 28th November. All seemed to have gone well till about midnight, when the wind from N. E. and the sea got higher and she commenced rolling very considerably, causing the decks to strain abaft the engine-room, and was shipping a little water on deck, though only going at easy speed at five knots. The master tried to ease her down, but found she made better weather at the above speed. On the 29th the steamer was rounded head to sea, and the engines put dead slow with a view to get nearer to the land and into smoother water; but observing that she was straining heavily and making no headway, she was again put before the sea at 3-30 A.M. The steamer then made better weather, though still rolling heavily and going five knots. About 8 A.M. a loud report was heard by the master and the chief officer who were on deck, and it appeared to some to proceed from about the centre of the vessel. The engines were immediately stopped and an examination made, when it was found that two of the iron plates on the port side had bulged out, and had cracked from the deck downwards. After this discovery had been made, the engines were only worked slowly and occasionally, just sufficient to keep clear of the flats, as it was found the working of the engines caused the injured plates to work more, and thus occasioned further damage; at this time she was making very little water. The two flats were cast

off with orders to anchor, and succeeded in anchoring one; and at 10 A.M. as many of the crew as could be spared were got on to this, as she was in a perilous position. About 3 P.M. the same day the steamer began to droop amidships, though the weather had abated, still the water found its way into the engine-room, notwithstanding the efforts made to prevent this; the donkey engine was kept at work, but at 11 P.M. it ceased, as the water increased in the engine-room to such an extent as to put out the fires. At 3 A.M. on the 30th, the steamer showed signs indicating that she was likely to break amidships very speedily, when she was anchored and all hands were ordered to go on board the flat, the master thinking it no longer safe to remain on the steamer, the water being nearly level with the side of the vessel amidships just abaft the paddles. The vessel doubled up as it were, both ends rising, and at noon broke her back and went down in 80 fathoms of water, latitude 23° 01′ N., longitude 67° 05′ E., (Sind coast), 106 miles from Kurrachee, the nearest point of land being 64 miles bearing N. E. by N. Loss, value of *De Gray* £11,000. She had on board about 140 tons of coal for steamer's consumption, value £240. The crew, 53 men, and one passenger (master's wife), were saved.

[A Special Court of Inquiry was held at the Harbour Board Office, Kurrachee, on the 18th and 19th December, by the Cantonment Magistrate, under the provisions of The Indian Merchant Shipping Act IV of 1875, to investigate the circumstances attending the foundering of the above steamer. The Court observed that there seemed to be no doubt that when the *De Grey* left Kurrachee she was as fit as she could be for the voyage. She was well supplied in every way, and the engines were in very good order, and the weather was favourable when she left. Owing to the heavy weather the steamer met with on the 29th November she worked and strained so much in rolling that her side at last gave way on the port side just abaft the spousing beam, where two of the plates had bulged out as much as six inches and had cracked. There also seemed to be no reason for doubting that, under the circumstances, the master and officers did everything in their power to ease the vessel when she met with the bad weather. The Assessors were of opinion that the tow ropes connecting the flats, and which were each 40 fathoms long, should have been eased when the bad weather was experienced, but with this exception everything was done that could be done, both before and after the accident, to save the vessel from foundering. They were also of opinion that the courses steered by the master were correct, considering he was compelled to deviate from his track owing to the rough weather he met with, and that he could not have bettered his position considering the point from which the wind was blowing and the kind of vessel he had to manage. The Court was of opinion that the master, officers, and engineers appeared to have done everything in their power to save the vessel, and when that was hopeless, to save the lives of those on board, and fortunately no life was lost; but had the engines been kept working there could be no doubt she would have gone down with all on board.]

The Commissioner of Sind remarked that it was evident from the depositions recorded, as well as the opinions expressed by the Nautical Assessors, that no blame attached to the master or other officers, or to the crew in respect to the foundering of the steamship *DeGrey*. This vessel was purchased by the Assam Trading Company from the Sind, Punjab, and Delhi Railway Company, and was on her voyage to Calcutta at the time of her foundering in the Gulf of Cutch. She was a river steamer only, and the voyage, of course, was attended with considerable risk.

The finding of the Court was confirmed by the Governor of Bombay.

DECEMBER 1882.

87. The British Indian sloop JOYDEB PROSAD [of Balasore, 56 tons register, official number 7 of 1875, age 7 years], from Calcutta to Channa with a cargo of coals and pitch. During a high southerly wind on the 15th December, the sloop foundered near the entrance to Channa port (Orissa coast). Value of sloop, R2,500; cargo worth R140 was lost, the remainder were saved. No lives lost

88. The British iron ship SOUTHERN MONARCH [of London, 1,326 tons register, official number 76993, age 5 years, classed A. I., for six months],

from Newcastle (Australia) to Madras with a cargo of 1,891 tons of coals. According to the ship's log, the Madras light was sighted at 8 P. M., on the 19th December, bearing N. W., at an estimated distance of about 16 miles. At 9 P. M., soundings were got at 35 fathoms, and further soundings were taken at intervals, till at midnight the ship was in 13 fathoms, the light bearing N. W. ¼ W., at an estimated distance of 7 miles; the course of the ship was N. by W. ½ W., and the wind (gentle breeze) N. E. by N. A very strong current had been found from 4 P. M. setting to the south. At 1-40 A. M. on the 20th, soundings were had at 10½ fathoms, and it was stated that it was then found that the ship had broken off and would not be any better than N. W. by W., so orders were given to stay the ship; she missed stays. The master kept the vessel "good full" for a little time, and tried again to stay; the ship again missed stays. The master then gave orders to wear the ship; the vessel went off to W. S. W. by compass and there hung. After being off the wind for about quarter of an hour, the man at the wheel reported breakers; and this appeared to have been the first time that the master realized his dangerous proximity to the shore, although it was a fine night, and the buildings on shore and lights of the shipping in the roads were clearly visible for some time. Not till the report of breakers made by the helmsman was the order given to call all hands on deck and to let go the anchor. The starboard anchor was let go, but immediately after it was found that the chain had parted, so the port anchor was let go, but the vessel was then ashore and bumping heavily; this anchor was subsequently found to have been broken clean off through the shank, struck by the forefoot of the ship. It was 2-20 A. M. when the hands were turned up, and the vessel was then practically aground abreast of the Senate house, Madras harbour (Coromandel coast). The master stated that, as the vessel was wearing, he took a cast of the lead from the poop and found 8 fathoms. When almost immediately afterwards she touched ground there were only 4 fathoms aft. Signals were made, and, without any delay, assistance was sent from shore. Next day the services of the steamer *Asia* were obtained to endeavour to tow the vessel off, but the hawsers repeatedly parted and she was abandoned. She eventually became a total wreck. Value of *Southern Monarch,* not known. Cargo partially lost, value £2,270. The hull, spars, gear, &c., were sold by public auction at Madras for the sum of ₹29,231. Crew, 29 men, were saved by boats sent from the beach.

[A Special Court of Inquiry was held at Madras in the Chief Presidency Magistrate's Court on the 6th, 11th and 18th January 1883, under the provisions of The Indian Merchant Shipping Act IV of 1875, to investigate the circumstances attending the loss of the above vessel. The master was charged with misconduct in having neglected to let go his anchor after the ship had twice missed stays, and was in comparatively shallow water, *viz.*, about 8 fathoms, with a strong adverse current running. Also in having neglected to keep all hands on deck when approaching his anchorage at night. The Court recorded that the chart which the master had in use was said to have been burnt with other papers to make a "flare up" when the ship was in difficulties. There was evidence of only two casts of the lead having been taken after relief of the watch at midnight, *viz.*, a cast at 1-40 A. M., by the second mate, when 10½ fathoms were had, and the alleged sounding of 8 fathoms which the master said he got as the ship was wearing. The depth of water along the coast of Madras port was very uniform, and having regard to the position of the ship and the fact that she touched the ground immediately after she was supposed to be in 8 fathoms, the Court hesitated to accept this latter sounding. According to the ship's log, the vessel was supposed to have been going only two knots after 10 P. M., but the Court was of opinion that she was travelling much faster than two knots. The master and the steersman both agreed in estimating the rate as between four and five knots. An examination of the ship's log book showed that the original entries of the rate for 10, 11, and 12 o'clock had been altered by erasure. Apparently the original entry was six knots; the first mate, who kept the log, and who admitted that he altered the figures, could not give any explanation of these erasures which the Court considered to be satisfactory. The first mate, when first examined, made no alterations, and only admitted them when the erasures were pointed out by the Court. He first said he copied from the log slate, then when confronted with the alterations, said that he wrote from

memory and made a mistake; that he got the rate after midnight from the second officer. The second officer said that he made no entries on the log slate, but reported verbally, and certainly did not give the rate as two knots. Although there was no evidence to show that the master was privy to these alterations, yet their existence indicated a desire on the part of responsible persons on board to make alleged antecedent facts correspond with subsequent events. The riding lights of the vessels in port had been visible on the starboard bow for some time, and the Court believed that the *Southern Monarch* was in the roads and had gained a position inside the line of shipping before the master became roused to a sense of the danger he was courting by an absence of the most ordinary precautions which it would have been usual to take when approaching an anchorage even in broad daylight, and they were specially called for when endeavouring to take up a berth in the middle of the night after the moon had set and with wind and current both unfavourable. Although at midnight, word was passed that the ship would probably anchor in half an hour, the watch off duty was allowed to remain below till the vessel was almost aground. It had been urged on the Court that nothing more could have been done to assist the ship in her perilous position had all hands been on deck. That argument it was necessary to notice; indeed the master himself gave practical refutation to it by having to intermit his general supervision in order to do the work of a subordinate in the emergency. No attempt was made to shorten sail when the anchor was let go, and the result was that the vessel being brought up suddenly, all standing, broke her chain. The sea was smooth, weather fine, and no unusual difficulties had to be encountered. The Court considered that the master should have had all hands on deck when he found himself—as there could be little doubt he was—in the roads, and in only 10½ fathoms of water. That more attention should have been paid to the soundings and that it was culpable rashness to persist in the attempt to manœuvre along a heavy vessel in shallow water on a lee shore after she had proved unmanageable and was in fact drifting helplessly. The Court, therefore, was of opinion that the master of the late ship *Southern Monarch* was guilty of grave imprudence when approaching the coast at night; and that, having got the vessel into a position of great danger, the natural results of the measures he adopted and those he omitted to adopt was the stranding of the ship, the loss of which must be attributed to his default. It was, therefore, adjudged that his certificate be suspended for a term of six months. The Court expressed its dissatisfaction with the explanation given by the first officer of the alteration of the figures originally entered in the ship's log book, and to remark also that the alleged burning of the working chart—an indifferent combustible at best—seemed to have been an extraordinary proceeding on the part of any mariner.]

89. The British iron screw steamer HUTTON [of Newcastle, 1,514 tons register, official number 67298, age 11 years, classed at Lloyds A. I. 90], from Bombay to Port Said, with about 2,740 tons linseed, valued at £17,000. The vessel left Bombay on the 12th December, arrived at Aden on the morning of the 21st, and left at 3 P.M. on the same day. Perim island was sighted at 2 A. M. on the 22nd, bearing N. by W. ¼ W., westerly course, distant about 17 miles, the course was altered at that time to N. by W.; at 3-45 A. M., the course was again altered to N. N. W., no bearing of the light was then taken; the land of Perim island was visible, but the land on the Bab-el-Mandeb side could not be seen; the point of land S. W. from Azalea rock bore W. N. W. from the ship, distant about two miles. When the Perim light was sighted it was blowing a moderate breeze; the weather was cloudy, and shortly afterwards small rain came on; as the vessel neared Perim island, it got denser and thicker, and not so thick as to obscure the light; but the land to the E. N. E. of the light was not visible. When the course of the vessel was at N. N. W., at 4 A. M., the rain suddenly ceased; Obstruction point was seen right ahead, the helm was immediately put hard-a-port, but too late to clear the point; almost immediately after shifting the helm the steamer took the ground about 300 yards south of Obstruction point, Perim island (Red Sea). The engines were reversed, but she would not move, and remained fast on a rocky bottom. The lighthouse bearing W. ½ S., distant from the rocks at low water on shore about 90 to 100 feet, and at high water 300 feet. The pumps were sounded, but no water was found a portion of the cargo, about 1,200 bags of linseed, was thrown

overboard. At 9 P.M., the pumps were sounded and found five inches of water in No. 1 hold, four inches in No. 2 hold; the engine-room and Nos. 3 and 4 holds were dry. At 2 A. M. on the 23rd, the pumps were again sounded and found two feet in No. 1 hold and two and a half feet in No. 2 hold; all the available pumps were kept going, but the water gained on the pumps. The crew kept working them till midnight of the 26th when, owing to the increase of water in the engine-room, the fires were put out and the pumps stopped. The master left the vessel on the 27th for Aden to arrange the salvage of the cargo. Loss, value of steamer, about £30,000; cargo worth about £4,000 was saved, the remainder was lost. The wreck of the *Hutton* was sold at Aden and realized ₹3,200. Crew, 28 men; one man got drowned when attempting to swim ashore against the advice of all others on board.

[A Court of Inquiry was held at Aden in the Political Resident and Sessions Judge's Court, on the 5th January 1883, under section 5, Act IV of 1875, to investigate the circumstances attending the wreck of the above vessel. The Court observed that in attempting to go through the Small Straits on such a night the master ought to have been particularly cautious; had the lead been used it would have shown the master that he was running the vessel into danger. If a bearing of the light and a bearing of the land had been taken it would have shown the ship was not in a position to steer a mid-channel course. The finding of the Court was that the master was guilty of rash navigation in not having taken the necessary precautions whilst passing through the Small Straits on such a night, and that his certificate as master be suspended for a term of three months.]

The finding of the Court was confirmed by the Governor of Bombay.

90. The Cingalese wooden dhoney KEVERVLETCHEMY [of Jaffna, Ceylon, 99 tons register, official number 31451, age 21 years], from Madras to Bernwala, with a cargo of bones. At 11 P. M., on the 27th December, when in the port of Bernwala (34 miles south of Colombo), Ceylon coast, the dhoney foundered at her anchorage during a heavy gale. Value of dhoney, £200; cargo £400. Crew, 15 men, and one passenger were saved by swiming ashore.

TABULAR STATEMENT OF THE CASUALTIES,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of Vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
1	*Salusie*	633	French barque	1st January	Mauritius	Chittagong
2	*Liscard*	1,278	British screw steamer	3rd ditto	Port Said	Bombay
3	*Kashgar*	1,514	Ditto	4th ditto	Bombay	Suez
4	*Goomtee*	352	British flat	6th ditto	Assam	Calcutta
5	*Khengati*	3	British Indian muchwa	8th ditto	Murúd (Habshi territory)	Bánkot
6	*Laxumi*	12	British Indian mahangiri	11th ditto	Akhanda Suza Katekhar salt works.	Mora bandar
7	*Hiráparsád*	29	British Indian padow	Ditto ditto	Tankári	Bombay
8	*Hooghly*	460	French barque	Ditto ditto	Balasore	Mauritius
9	*Talisman*	,199	British ship	23rd ditto	Chittagong	Dundee
10	*Pearl*	366	British screw steamer	Ditto ditto	Bombay	Cutch
11	*Camelot*	1,049	Ditto	30th ditto	Cardiff	Jiddah
12	*Durham*	1,637	Ditto	5th February	Batavia	London

WATERS DURING THE YEAR 1882.

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
350 tons stone ballast.	About 200 yards E.S.E. of the Outer black bar buoy, entrance to Kornafuli river.	Chittagong coast.	Grounding. To avoid collision.	None lost.	...
In water ballast .	In latitude 19°14'N., longitude 39°36'E.	Red Sea .	Damage to hull. Stress of weather.	Ditto.	...
General; value not given.	In Aden harbour	South coast of Arabia.	Damage to engines. Unknown.	Ditto .	None lost.
General; value not reported.	At No. 21 Swinging buoy in the port of Calcutta.	Hooghly river .	Collision with ship *Rajpoot*. Carelessness on the part of the flat *Goomtee*.	Ditto .	Ditto.
Empty casks, gunny bags, and Rs. 256 in cash; value Rs. 280.	On the bar at the mouth of the Bánkot river.	Bombay coast .	Capsized. Unknown . .	Ditto .	Ditto.
468 maunds salt; value Rs. 1,209.	Off the Mora bandar, near Kharpuse, Bombay harbour.	Ditto .	Foundering. Stress of weather	Ditto .	Rs. 874 worth was lost.
Cotton, wheat, &c.; value Rs. 7,964.	On a sand bank near the Deojagan lighthouse.	Gulf of Cambay	Grounding. Carelessness of tindal.	Ditto .	Rs. 4,900 worth was lost, and the remainder was damaged.
Rice; value not reported.	In the Indian Ocean (exact position not given).	Indian Ocean .	Sprung a leak. Stress of weather.	Ditto .	Not reported.
8,014 bales of jute; value Rs. 2,08,364.	On the Dolphin shoal off the island of Kutubdea.	Chittagong coast.	Grounding. Carelessness of master.	Ditto .	None lost.
General; value not stated.	40 miles N.W.¼N. of Bombay . .	Bombay coast .	Damage to engines. Unknown .	Ditto .	Ditto.
Coals; value not reported.	On Ergung Hassan bank, Jiddah harbour.	Red Sea .	Grounding. Unknown . .	Ditto .	Ditto.
General; value not given.	To the westward of Minikoi in latitude 8° 30'N., longitude 71° 20'E.	Maldivhs . .	Damage to engines. Unavoidable.	Ditto .	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
13	*Imperator*	1,082	Norwegian ship	5th February	Newport (Monmouth)	Colombo
14	*Roslin Castle*	1,170	British ship	6th ditto	Calcutta	New York
15	*County of Peebles*	1,614	Ditto	Ditto ditto	Ditto	Dundee
16	*Chrysolite*	1,044	British screw steamer	8th ditto	Cardiff	Bombay
17	*Commilla*	542	Ditto	12th ditto	Chittagong	Calcutta
18	Not known	2	British Indian boat	Ditto ditto	Bombay	Hog Island
19	*Fathe Salem*	618	British Indian ship	14th ditto	Chittagong	Cannanore
20	*Daria Daulata*	70	British Indian muchwa	18th ditto	Moordha creek, Bombay harbour.	Bháyndar
21	*Ramban*	10	Ditto	Ditto ditto	Rái	Trombay
22	*Medina*	524	British screw steamer	Ditto ditto	Sandoway	Bassein and Rangoon
23	*Kedron*	373	British barque	19th ditto	Calcutta	Mauritius
24	*Daria Dowlut*	37	British Indian battalla	23rd ditto	Ponáni	Bombay

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Coals; value not reported.	In Colombo harbour	Ceylon coast	Collision with ship *Olaf Trygvason*. Carelessness of pilot of the *Imperator*.	None lost	None lost.
General; value not stated.	On a lump, a little to the S.W. of the Lower Eastern Jellingham buoy.	Hooghly river	Grounding. Unavoidable.	Ditto	Ditto.
Jute; value Rs. 1,27,540.	At 10 Esplanade moorings	Ditto	Fire. Unavoidable	Ditto	Totally lost.
Coals and iron; value not given.	In Gare, Suez Canal	Red Sea	Collision with S. S. *Kangra*. Carelessness of master of S.S. *Kangra*.	Ditto	None lost.
In ballast	At Garden Reach	Hooghly river	Collision with dhow (name unknown). Unavoidable.	Ditto	.....
None	Between Trombay and Hog Island, Bombay harbour.	Bombay coast	Capsized. Stress of weather	Ditto	.....
19,476 maunds of grain; value Rs. 28,416.	On the sand on the Western side of Kornafuli river, Eastern flagstaff, bearing S. by E. ½ E., and the Western flagstaff S.W. ½ W.	Chittagong coast.	Grounding. Carelessness of pilot.	Ditto	None lost.
240 maunds of salt; value Rs. 645.	On the sand bank at the entrance to Moordha creek.	Bombay coast	Capsized. Stress of weather	Ditto	Rs. 362 worth was damaged.
Salt; value Rs. 828.	On a rock at the junction of the Basseen and Thána rivers.	Ditto	Grounding. Tides and currents.	Ditto	Totally lost.
General; value not given.	Off Bassein town	Burma coast	Collision with junk *Oung Ban*. Carelessness of master of S.S. *Medina*.	D tto	None lost.
Grain; value not stated.	On the bank at the lower part of Jarmakers reach.	Hooghly river	Grounding. Unavoidable	Ditto	Ditto.
Teakwood logs, &c.; value Rs. 1,350.	On the Akee rock, about three miles south of Málvan.	Bombay coast	Grounding. Stress of weather	Ditto	Rs. 37 worth was lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
25	No name	17	British Indian boat	24th February	Backerganj	Chittagong
26	Ditto	10	Ditto ditto	Ditto ditto	Hattyah	Ditto
27	Ditto	18	Ditto ditto	Ditto ditto	Backerganj	Ditto
28	*Governor Wilmot*	1,610	British ship	26th ditto	Bombay	Calcutta
29	*Bancoora*	1,244	British screw steamer	Ditto ditto	Calcutta	Bombay
30	*Ravenstondale*	1,175	British barque	Ditto ditto	Chittagong	Dundee
31	*Salamaty*	9	Native muchwa	Ditto ditto	Borlai	Bombay
32	*Cornwallis*	394	British barque	4th March	Mauritius	Chittagong
33	*Duke of Sutherland*	2,031	British screw steamer	9th ditto	Liverpool	Calcutta
34	*Canonbury*	1,091	Ditto ditto	Ditto ditto	Rangoon	Marseilles
35	*Celestial*	641	Ditto ditto	10th ditto	Ditto	Singapore
36	*Endymion*	1,494	Ditto ditto	Ditto ditto	Port Said	Bassein (Burma)

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
350 maunds of rice; value Rs. 440.	In the Hattyah river	Sunderbuns .	Foundering. Stress of weather .	None lost .	Totally lost.
220 maunds of paddy; value Rs. 125.	Near the southern shore of the Hattyah island.	Ditto . .	Ditto ditto . .	Ditto . .	Rs. 80 worth was damaged.
415 maunds of rice; value Rs. 500.	At the mouth of the Noa Alam khal, Hattyah.	Ditto . .	Sprung a leak. Ditto . .	Ditto . .	Totally lost.
1,000 tons of salt; value not reported	On the flat off the northern bank, midway between Garden house point and the Nun buoy.	Hooghly river .	Grounding. Unavoidable .	Ditto . .	None lost.
General; value not given.	On the sands in the Dredge channel, midway between the Upper Eastern and Lower Eastern Dredge buoys.	Ditto . .	Ditto ditto . .	Ditto . .	Ditto.
1,514 tons of jute; value Rs. 2,20,194.	On the bar between the Outer and Middle bar buoys, Kornafuli river.	Chittagong coast	Ditto ditto . .	Ditto . .	Ditto.
Firewood; value not stated.	On the south side of Kundari island fort.	Bombay coast .	Foundering. Tides and currents .	Ditto . .	Rs. 25 worth was lost.
In ballast . .	On the bank, south of the Black buoy at Kumar khali, Kornafuli river.	Chittagong coast	Grounding. Carelessness of pilot.	Ditto . .	.....
General; value not given.	Off the Budge-Budge mills . .	Hooghly river .	Collision with flat *Varoona*. Carelessness of pilot of the S. S. *Duke of Sutherland*.	Ditto . .	None lost.
Rice; value not reported.	On the flats below Elephant point, entrance to Rangoon river, Eastern Grove lighthouse, bearing E. by N. ½ N., Telegraph station W. N. W., and Elephant point obelisk W. ½ S.	Burma coast .	Grounding. Eddies . .	Ditto . .	Ditto.
Rice; value not given.	Off Godwin's wharf, Rangoon river .	Ditto . .	Collision with barque *Visurgis* . Eddies.	Ditto . .	Ditto.
In ballast . .	In Asab bay, latitude 12° 58′ N., longitude 42° 53′ E.	Red Sea .	Stranding. Unknown . .	Ditto . .	.....

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
37	*Deucalion*	1,639	British screw steamer	14th March	Penang	London
38	*Conqueror*	83	British paddle steamer	18th ditto	Engaged in towing	the ship *Heinrich*
39	*Heinrich*	1,486	German ship	Ditto ditto	Rangoon	Bremen
40	*Clan Ranald*		British screw steamer	19th ditto	Natal	Calcutta
41	*Lakhmiparsád*	9	British Indian padow	Ditto ditto	Súrat	Tankári
42	*Gowri*	½	British Indian hodi	21st ditto	At anchor	
43	No name	7	British Indian boat	24th ditto	Noakhali	Siddee
44	*Peshwa*	1,666	British screw steamer	26th ditto	Calcutta	Jiddah
45	*Bambot*	3	British Indian muchwa	Ditto ditto	Bánkot	Kelshi
46	No name	16	British Indian boat	27th ditto	Shaibghatta	Calcutta
47	Ditto	18	Ditto ditto	29th ditto	Dowlut Khan (Dukhin Shábazpur).	Isapore
48	*Sumatra*	1,406	British screw steamer	Ditto ditto	Hong-Kong	Bombay

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not stated.	In latitude 12° 49′ N., longitude 52°21′ E.	Gulf of Aden	Damage to engines. Unknown	None lost	None lost.
None	Off Danedaw, Rangoon river	Burma coast	Collision with ship *Heinrich*. Carelessness of master of tug *Conqueror*.	Ditto	.....
Rice; value not reported.	Ditto ditto	Ditto	Collision with steamer *Conqueror*. Carelessness of master of tug steamer.	Ditto	None lost.
In ballast	Off the Seychelles in latitude 3° 09′ S., longitude 53° 36′ E.	Indian Ocean	Damage to engines. Unavoidable	Ditto	.....
Paddy; value Rs. 600.	On a sand bank, six miles to the west of the Tankári bandar.	Gulf of Cambay	Grounding. Tides and currents.	Ditto	Totally lost.
None	Near Babhati, off the Anjanvel Custom-house, Dabhol river.	Bombay coast	Collision with S.S. *Gogo*. Want of lights on the part of the hodi.	Ditto	.....
Materials for iron bridges.	In the Fezee Donnah creek, near Siddee, Megna river.	Sunderbuns	Sprung a leak. Stress of weather	Ditto	None lost.
Grain; value not stated.	Above the Lower College sand buoy, Garden Reach.	Hooghly river	Collision with buoy. Unavoidable	Ditto	Ditto.
Grain; value Rs. 117.	At the mouth of the Kelshi bandar	Bombay coast	Grounding. Carelessness of tindal.	Ditto	Totally lost.
350 maunds of rice and betel-nuts; value Rs. 900.	On the shore near Shuluk chur in the Jalchira river.	Sunderbuns	Grounding. Stress of weather	Ditto	Rs. 200 worth was damaged.
200 maunds of betelnuts; value Rs. 800.	On the south side of Shushila chur, Megna river.	Ditto	Foundering. Stress of weather	Ditto	Totally lost.
General; value not given.	25 mile S. W. of Great Basses light-house.	Ceylon coast	Damage to engines. Unknown	Ditto	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
49	*Harter*	1,196	British screw steamer	30th March	Singapore	Falmouth
50	*Hurrypursad*	22	British Indian padow	31st ditto	At anchor	
51	*Padoorlee*	25	British Indian mahangiri	Ditto ditto	Ditto	
52	*Yeshwanty*	20	Ditto ditto	Ditto ditto	Employed carrying coals to the shore.	from S. S. *Swiftsure* to
53	*Romance*	593	British barque	April	Calcutta	Mauritius
54	*Eldorado*	2,157	British screw steamer	1st ditto	Ditto	London
55	*Canonbury*	1,019	Ditto ditto	3rd ditto	Rangoon	Marseilles
56	*Orient*	3,439	Ditto ditto	7th ditto	London	Australia
57	*Meera Hussen*	562	British Indian barque	Ditto ditto	Chittagong	Point de Galle
58	*Countess of Kintore*	737	British barque	8th ditto	Rangoon	The Channel
59	*Khandalla*	2,030	British screw steamer	Ditto ditto	Calcutta	Bombay *vid* coast ports
60	*Hartville*	1,140	Ditto ditto	10th ditto	Rangoon	Port Said

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
2,070 tons of rice; value not stated.	In latitude 10° 50′ N., longitude 57° 0′ E.	Arabian Sea	Damage to engines. Unknown.	None lost	None lost.
100 bales of cotton; value not reported.	Off Arthur Bandar, Bombay harbour	Bombay coast.	Swamped. High seas	Ditto	Ditto.
350 bags of linseed; value not stated.	Off Boreebandar, Bombay harbour	Ditto	Swamped. Stress of weather	Ditto	Totally lost.
Coals; value not given.	To the N. E. of the Middle Ground shoal, Bombay harbour.	Ditto	Capsized. Overladen	Ditto	Ditto.
Grain; value not known.	In the Indian Ocean (exact position not given).	Indian Ocean	Loss of spars, sails, &c. Cyclone.	Ditto	Not reported.
General; value not reported.	On the bank above Teetulbaria creek	Hooghly river.	Grounding. Unavoidable	Ditto	None lost.
2,182 tons of rice; value not given.	In the Suez Canal, near 152 kilometres	Red Sea.	Stranding. Carelessness of pilot	Ditto	Partially lost; value £657.
General; value not stated.	At Gare No. 64, Suez Canal	Ditto	Collision with S. S. *Rydal Hall.* Not reported.	Ditto	None lost.
Rice and paddy; value Rs. 30,000.	At the entrance to Kornafuli river, near the Middle red bar buoy.	Chittagong coast.	Stranding. Carelessness of pilot.	Ditto	Partially lost; value Rs. 15,000.
Rice; value not reported.	In the Rangoon river	Burma coast	Fire. Incendiarism.	Ditto	Partially lost; value Rs. 11,600.
General; value not stated.	In Sankral Reach	Hooghly river.	Collision with boat (name unknown). Carelessness of boat.	Ditto	None lost.
2,000 tons rice; value unknown.	S. E. of Sokotra in latitude 11° 45′ N., longitude 54° 32′ E.	Arabian Sea	Damage to engines. Unknown.	Ditto	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
61	*Fiery Cross*	1,398	British ship	10th April	Liverpool	Calcutta
62	*Futtay Rahman*	20	British Indian padow	10th ditto	Mándvi bandar (Bombay harbour).	Colaba
63	*Pachumba*	544	British screw steamer	11th ditto	Bombay	Kurrachee and ports on the Arabian coast.
64	*Prior*	1,072	Ditto ditto	14th ditto	Cardiff	Bombay
65	*Cyprus*	1,239	Ditto ditto	14th ditto	West Hartlepool	Ditto
66	*Night Hawk*	651	British barque	— ditto	Calcutta	Havre
67	*Tintern Abbey*	1,373	British ship	16th ditto	New York	Calcutta
68	*Albula*	1,220	Ditto	17th ditto	Bombay	Port Said
69	*Ruparell*	32	British Indian battalla	18th ditto	Kalyán	Degám (Gujarát)
70	*Dhulap*	8	British Indian muchwa	18th ditto	Trombay	Thána
71	*Socotra*	1,747	British screw steamer	19th ditto	Calcutta	Madras, Badagara, and Cannanore.
72	*A. L. Palmer*	481	British brigantine	19th ditto	Chittagong	Mauritius

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Salt; value not stated.	On the mud off Panchpara . .	Hooghly river .	Grounding. Unavoidable .	None lost.	None lost.
In ballast . . .	Off Apollo bandar, Bombay harbour .	Bombay coast	Collision with steam launch *Flirt*. Unknown.	Ditto . .	.....
General; value not reported.	Near the Inner lightship, Colába, Bombay harbour.	Ditto . .	Collision with pattimar *Rooparell*. Carelessness of the tindal of the pattimar.	Ditto . .	Ditto.
Coals; value not given.	In latitude 14° 46′ N., longitude 54° 13′ E.	Arabian Sea .	Damage to engines. Carelessness of engineer.	Ditto	Ditto.
General; value not stated.	In Princes' Dock, Bombay harbour.	Bombay coast	Collision with Prince's Dock pier. Unavoidable.	Ditto . .	Ditto.
Jute; value not reported.	In the Indian Ocean (exact position not given).	Indian Ocean .	Loss of masts, &c. Gale .	Ditto . . .	Ditto.
Petroleum oil; value not given.	In latitude 14° 49′ S., longitude 81° 0′ E.	Indian Ocean .	Sprung a leak. Heavy weather.	Ditto . . .	Ditto.
Linseed; value not reported.	On the mud off the east side of Flagstaff shoal, Bombay harbour.	Ditto . .	Grounding. Unknown . .	Ditto . .	Ditto.
Nagli and grain; value Rs. 1,083.	On a rock, near Wowale Thána . .	Bombay coast.	Grounding. Tides and currents	Ditto . .	Rs. 200 worth was damaged.
240 maunds of salt; value Rs. 600.	In Bombay harbour	Ditto . .	Capsized. Stress of weather .	Ditto . .	Totally lost.
Rice; value not reported.	On the flat at Garden Reach, immediately below Garden house point.	Hooghly river.	Grounding. Unavoidable .	Ditto . .	None lost.
Rice; value not stated.	In latitude 8° 35′ S., longitude 87° 0′ E.	Indian Ocean .	Sprung a leak. Gale . .	Ditto . .	A considerable portion was damaged; value not reported.

Number.	Name of Vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
73	*Papa de Rossi*	536	Italian barque	22nd April	Akyab	Cannanore
74	*Gangáságar*	9	British Indian muchwa	23rd ditto	Trombay	Thána
75	*Curreem Bux*	345	British Burman barque	24th ditto	Cocanada	Maulmain
76	*Berna*	975	Italian barque	24th ditto	Cape Town	Bassein (Burma)
77	*National*	752	French barque	24th ditto	At anchor	
78	*Dhumságar*	45	British Indian battala	25th ditto	Bombay	Bhávnagar
79	*Laxmee*	19	British Indian muchwa	27th ditto	Trombay	Thána
80	*Nawigodaikarim*	17	British Indian mahangiri	28th ditto	Ditto	Ditto
81	*Bethlemnugger*	53	British Indian schooner	28th ditto	Colombo	Kulasekharapatnam (Tinnevelly)
82	*Bryn Ivor*	382	British barque	1st May	Cape Town	Chittagong
83	*Sicily*	1,078	British screw steamer	2nd ditto	Bombay	Antwerp
84	*Blair Athole*	1,697	British ship	4th ditto	Liverpool	Calcutta

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Grain, &c.; value not stated.	About one or two miles off the west coast of Ceylon.	Ceylon coast .	Sprung a leak. Gale . .	None lost .	Partially lost; value not known.
320 maunds of salt; value Rs. 800.	Off the Thána bandar, Bombay harbour	Bombay coast.	Capsized. Unavoidable . .	Ditto .	Rs. 150 worth was lost.
Sundries; value Rs. 10,000.	About 100 miles to the N. W. of Cape Negrais in latitude 17° 02′ N., longitude 93° 09′ E.	Bay of Bengal.	Damage to hull. Cyclone .	Ditto . .	None lost.
None . . .	At Messrs. Strang, Steel & Co.'s wharf, Bassein river.	Burma coast	Collision with barque *National*. Carelessness of pilot of barque *Berna*.	Ditto .	.....
Ditto . .	In the Bassein river	Ditto .	Collision with barque *Berna*. Carelessness of pilot of *Berna*.	Ditto .	.....
Rice, bajri, &c.; value Rs. 4,980.	At the Ghiwali creek, Tárápur. . .	Bombay coast .	Sprung a leak. Stress of weather	Ditto .	Rs. 496 worth was lost.
640 maunds of salt; value Rs. 1,600.	In Bombay harbour	Ditto .	Sprung a leak. Unavoidable .	Ditto .	Rs. 194 worth was lost.
560 maunds of salt; value Rs. 1,400.	In Thána bandar, Bombay harbour .	Ditto .	Sprung a leak. Carelessness of tindal.	Ditto .	Rs. 538 worth was lost.
Salt, fish, and sundries; value not reported.	About two miles from the Port of Colombo.	Ceylon coast .	Collision with S. S. *Maharaja*. Want of lights in the schooner.	Ditto .	None lost.
180 tons mud ballast.	On Dolphin shoal, Kutubdea banks, about 1½ miles N. N. E. of the buoy.	Chittagong coast	Grounding. Unavoidable .	Ditto .	.....
Wheat; value not given.	N. E. of Middle Ground shoal, Bombay harbour.	Bombay coast .	Collision with boat (name unknown). Unavoidable.	Ditto .	None lost.
Salt; value not reported.	Abreast of No. 2 Esplanade Moorings .	Hooghly river.	Collision with steam tug *Court Hey*. Unavoidable.	Ditto .	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
85	*Minerva*	1,025	British screw steamer	5th May	Point de Galle	London
86	*Carisbrooke*	960	Ditto ditto	6th ditto	Penang	Rangoon
87	*Melanope*	1,608	British ship	Ditto ditto	Madras	Ditto
88	*Star of Russia*	1,892	Ditto	Ditto ditto	Melbourne	Calcutta
89	*Ganpati*	½	British Indian hodi	Ditto ditto	At anchor	
90	*Star of Russia*	1,892	British ship	7th ditto	Melbourne	Calcutta
91	*Vindobala*	1,134	British screw steamer	9th ditto	Shields	Bombay
92	*Tower Hill*	2,616	Ditto ditto	10th ditto	London	Calcutta
93	*Ganesh*	6	British Indian muchwa	Ditto ditto	Nágothna	Bombay
94	*Ramleh*	1,511	British screw steamer	14th ditto	Newport (Monmouth)	Ditto
95	*Knight of St. Patrick*	1,499	Ditto ditto	Ditto ditto	Calcutta	Ditto
96	*Sakri*	6	British Indian muchwa	15th ditto	Nivti	Ditto

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not stated.	In Point de Galle harbour . . .	Ceylon coast .	Collision with S. S. *Palm.* Carelessnes of pilot of S. S. *Palm.*	None lost .	Not reported.
In ballast . .	At the Pilot's cruizing station, entrance to Rangoon river, Gulf of Martaban.	Burma coast	Collision with ship *Melanope.* Carelessness of master of ship.	Ditto .	.....
Ditto . .	About 6 or 7 miles W. by N. from the China Ba-Keer lighthouse, and 1 mile N. N. E. from the Pilot brig, entrance to Rangoon river, Gulf of Martaban.	Ditto.	Collision with S. S. *Carisbrooke* Carelessness of master of ship. *Melanope.*	Ditto .	.....
In stone ballast .	On the bank just above Camberbatches point.	Hooghly river.	Grounding. Unavoidable. .	Ditto .	.....
None . . .	Off the Anjanvel Custom-house, Dabhol river.	Bombay coast.	Collision with S. S. *Gogo.* Carelessness of the tindal of the hodi.	Ditto .	.....
In stone ballast .	On the bank just above Camberbatches point.	Hooghly river.	Grounding. Unavoidable .	Ditto .	.....
Coals; value not given.	On Rás Issaram reef in latitude 28°42′ N., longitude 32°46′E., Gulf of Suez.	Red Sea .	Stranding. Not reported .	Ditto .	None lost.
In ballast . .	Off Sankral bazar	Hooghly river.	Grounding. Unavoidable .	Ditto .	.....
Firewood; value Rs. 55.	On a rock in the Nágothna creek .	Bombay coast.	Sprung a leak. Stress of weather.	Ditto .	Not lost
Coals; value not stated.	About 2 miles S. W. of the Outer lightship, Bombay harbour.	Ditto .	Collision with No. 3 Pilot schooner. Stress of weather.	Ditto .	Ditto.
General; value not reported.	Off Dabhol	Ditto .	Collision with pattimar *Abdool Rahamanee.* Carelessness of first officer of S. S. *Kt. of St. Patrick.*	Ditto .	Ditto.
Cocoanut and rice; value Rs. 344.	About nine miles off Mitbow near Málvan.	Ditto .	Capsized. Stress of weather .	Ditto .	Totally lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
97	*Alexander Yeats*	1,588	British ship	15th May	London	Bombay
98	*Idroos*	98	British Indian schooner	16th ditto	Naraínganj	Chittagong
99	*Bryn Ivor*	382	British barque	Ditto ditto	Chittagong	Barbadoes (West Indies)
100	*Yeswanti*	6	British Indian craft	18th ditto	Sheva (Bombay harbour)	Jaytápur
101	*Columbian*	1,404	British screw steamer	17th to 20th May.	Calcutta	Jiddah
102	*Sunrise*	1,385	Ditto ditto	25th May	Bombay	Antwerp
103	*Commilla*	550	Ditto ditto	27th ditto	Calcutta	Chittagong
104	*Daria Daulat*	23	British Indian padow	28th ditto	Bombay	Broach
105	*Euphrates*	500	British screw steamer	29th ditto	Basra	Bombay
106	*Sahara*	1,288	Ditto ditto	30th ditto	Calcutta	Hull
107	*Lancaster*	1,145	Ditto ditto	Ditto ditto	Bombay	Dunkirk
108	Unknown	Not reported.	British Indian padow	31st ditto	At anchor in	Bombay harbour

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not stated.	In Prince's Dock channel, Bombay harbour.	Bombay coast .	Grounding. Not reported .	None lost .	None lost.
2,375 maunds of salt and cotton; value Rs. 3,000.	S. E.side of the Moish khali, Upper Spit buoy, distant 60 fathoms, Kornafuli river.	Chittagong coast.	Collision with barque *Bryn Ioor*. Carelessness of tindal of the schooner *Idroos*.	Ditto . .	Ditto.
14,022 maunds of rice; value Rs. 28,044.	Off he Moish khali, Middle mooring buoys, distant 60 to 70 feet, Kornafuli river.	Ditto. .	Collision with schooner *Idroos*. Carelessness of tindal of the schooner.	Ditto . .	Ditto.
Salt; value Rs. 559	Near Sheva, Bombay harbour . .	Bombay coast .	Sprung a leak. Stress of weather.	Ditto . .	Rs. 39 worth was lost.
General; value not given.	About S. W. of Cape Comorin, in latitude 7° 04′ N., longitude 75° 06′ E.	Indian Ocean .	Damage to hull. Cyclone .	Ditto . .	None lost.
2,400 tons of general; value unknown.	In latitude 12° 33′ N., longitude 45° 49′ E.	Gulf of Aden .	Damage to engines. Unknown.	Ditto . .	Ditto.
300 tons of general; value unknown.	In latitude 21° 09′ N., longitude 90° 23′ E.	Bay of Bengal .	Ditto ditto . .	Ditto . .	Ditto.
Coals; value Rs. 480.	At the mouth of the Tárápur creek, Bombay harbour.	Bombay coast .	Loss of masts, &c. Stress of weather.	Ditto . .	Rs. 30 worth was lost.
General; value not given.	About 2 miles S. W. of the Outer lightship, Bombay harbour.	Ditto .	Collision with the *Sunbeam*, Pilot schooner No. 1. Carelessness of master of S. S. *Euphrates*.	Ditto . .	None lost.
Wheat; value not reported.	About 200 yards above the Nun buoy at Royapore Reach.	Hooghly river .	Grounding. Unavoidable .	Ditto . .	Ditto.
General; value not stated.	On Rás Gharib, Gulf of Suez . .	Red Sea . .	Stranding. Carelessness of master.	Ditto . .	Partially lost; value not reported.
1,000 bales of cotton; value not reported.	Near Cross Island, Bombay harbour .	Bombay coast .	Swamped. Overladen . .	Ditto . .	Partially lost; value not reported.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
109	*Sooryaban*	11	British Indian mahangiri	31st May	At anchor in	Bombay harbour
110	*Falcon*	Unknown	British yacht	May	Not	report
111	*Futhe Sultan*	310	British Indian ship	2nd June	Badagara	Bombay
112	*Palkhi*	10	British Indian muchwa	Ditto ditto	Belápur	Trombay
113	*Khengti*	3	Ditto ditto	Ditto ditto	Apte	Revas
114 } 116 }	*Forest King*	172	British brigantine	3rd, 4th and 5th June.	Calcutta	Natal
115	*Argosy*	1,258	British screw steamer	4th June	Cardiff	Bombay
117	*Ashgrove*	1,348	British ship	8th ditto	Maulmain	Newcastle
118	*Franciscopolis*	378	French barque	9th ditto	Calcutta	Jamaica
119	*Laxmi*		British Indian muchwa	11th ditto	Bombay	Seaward
120	*Liscard*	1,287	British screw steamer	Ditto ditto	Ditto	Havre
121	*Doulatprasád*	23	British Indian muchwa	Ditto ditto	Ditto	Jaygad

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Jute, wool, and rags; value not reported.	On the south entrance to the Prince's Dock, Bombay harbour.	Bombay coast	Swamped. Stress of weather	None lost	Partially lost; value not reported.
e d .	At Ratnagiri	Ditto	Damage to hull. Stress of weather.	Ditto	.....
General; value not stated.	Off Kárwár	Ditto	Loss of sails, &c. Gale	Ditto	None lost.
Salt; value Rs. 595	Off the Panch salt works in the Thána creek, Bombay harbour.	Ditto	Sprung a leak. Stress of weather	Ditto	Rs. 532 worth was lost.
Rice, clothing, &c.; value Rs. 116.	Near Karanja bandar, Bombay harbour	Ditto	Swamped. Stress of weather	One lost	Totally lost.
General; value not given.	On the bank at Kaffray reach; on the bank abreast of the Empress Cotton Mills at Bowreah; abreast of Point Jelly sluice, below Budge-Budge reach.	Hooghly river	Grounding. Carelessness of pilot.	None lost	Not reported.
In ballast	In the Suez Canal, about 17 miles from Port Said.	Red Sea	Grounding. Unavoidable	Ditto	.....
Timber; value not stated.	About 150 miles from the port of Maulmain, in latitude 14° 24′ N., longitude 97° 26′ E., Gulf of Martaban.	Burma coast	Sprung a leak. Heavy weather	Ditto	None lost.
Rice; value not given.	On the tail of the College sand, opposite the King of Oudh's palace.	Hooghly river.	Grounding. Unavoidable.	Ditto	Ditto.
110 fishing nets; value Rs. 600.	Near the mouth of Manoree creek	Bombay coast.	Capsized. Stress of weather	Twelve lost	Rs. 100 worth was lost.
General; value not stated.	In latitude 18° 23′ N., longitude 64° 11′ E.	Arabian Sea	Damage to hull. Heavy weather	None lost	None lost.
None	On shore off Karande near Harnai	Bombay coast.	Grounding. Stress of weather	Ditto	.....

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
122	*Athabasca*	1,645	British screw steamer	12th June	Liverpool	Bombay
123	*Spartan*	1,171	Ditto ditto	13th ditto	Bombay	Dunkirk
124	*Choice*	394	British barque	14th ditto	False Point	Mauritius
125	*Hornby Castle*	1,436	British ship	15th ditto	Melbourne	Rangoon
126	*Khyber*	1,967	Ditto	Ditto ditto	Liverpool	Calcutta
127	*President Garfield*	1,288	British screw steamer	17th ditto	Bombay	Liverpool
128	*Mutasabil*	142	Egyptian craft	Ditto ditto	Zanzibar	Haswall
129	*Allanshaw*	1,589	British ship	21st ditto	Melbourne	Calcutta
130	*Europa*	1,447	British screw steamer	Ditto ditto	Rangoon and Point de Galle.	Bremen
131	*Columbian*	1,404	Ditto ditto	23rd ditto	Bombay	Jiddah
132	*Oriental*	938	Ditto ditto	24th ditto	Ditto	Zanzibar and southern ports.
133	*Adria*	821	Ditto ditto	Ditto ditto	Calcutta	Mauritius

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not stated.	Off the Prince's Dock, Bombay harbour	Bombay coast .	Fire. Spontaneous combustion	None lost	None lost.
Wheat; value not reported.	In latitude 17° 24′ N., longitude 58° 49′ E.	Arabian Sea .	Damage to boats, &c. Gale .	Ditto .	Not reported.
Rice; value not reported.	In latitude 15° 17′ N., longitude 87° 0′ E.	Bay of Bengal.	Sprung a leak. Heavy weather	Ditto .	Rs. 26,300 worth was damaged.
750 tons stone ballast.	On the bank above Chokey village, Rangoon river.	Burma coast .	Grounding. Carelessness of pilot.	Ditto .	.....
Salt; value not stated.	In latitude 19° 31′ S., longitude 71° 26′ E.	Indian Ocean .	Damage to hull. Heavy weather	Ditto .	None lost.
General; value unknown.	In latitude 18° 05′ N., longitude 57° 09′ E.	Arabian Sea .	Sprung a leak. Stress of weather.	Ditto .	Partially lost; value not reported.
In ballast . .	Off Aden harbour in latitude 12° 45′ N., longitude 45° 03′ E.	South coast of Arabia.	Stranding. Currents . .	Two lost .	.....
Ditto . .	Abreast of Nurpur flat buoy . .	Hooghly river .	Loss of anchors and chain. Eddies.	None lost .	.....
2,300 tons of rice; value unknown.	In latitude 5° 17′ N., longitude 54° 0′ E.	Arabian Sea .	Damage to engines. Unknown	Ditto .	None lost.
Rice; value unknown.	About 500 miles from Bombay . .	Bombay coast .	Sprung a leak. Heavy weather	Ditto .	Partially lost; value not reported.
1,300 tons of general; value unknown	In latitude 18° 35′ N., longitude 63° 58′ E.	Arabian Sea .	Ditto ditto .	Ditto .	Ditto.
Rice; value not stated.	On Shibganj sand	Hooghly river .	Grounding. Unavoidable. .	Ditto .	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
134	*Huntingdon*	1,463	British screw steamer	25th June	Hankow	London
135	*Mofussilite*	1,013	British ship	26th ditto	Madras	Ditto
136	*Argomene*	1,662	Ditto	Ditto ditto	Liverpool	Calcutta
137	*Pakialetchmy*	398	British Indian barque	28th ditto	Akyab	Negapatam
138	*Neelayathatchy*	560	Ditto ditto	Ditto ditto	Cochin	Ditto
139	*Almora*	1,719	British screw steamer	29th ditto	London	Queensland
140	*Deviprasád*	12	British Indian padow	Ditto ditto	Bhávnagar	Bulsár
141	*Mecca*	936	British screw steamer	30th ditto	Zanzibar	Bombay
142	*Ashgrove*	1,349	British ship	Ditto ditto	Maulmain	Rangoon
143	*Morna*	1,437	Ditto	1st July	Calcutta	Liverpool
144	*Mars*	722	Ditto	2nd ditto	Cocanada	London
145	*Busheer*	539	British screw steamer	Ditto ditto	Calcutta	Chittagong

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
2,000 tons of tea; value not reported	In latitude 1° 10′ N., longitude 69° 45′ E.	Arabian Sea	Damage to engines. Unavoidable	None lost	None lost.
General; value not given.	In the Indian Ocean (exact position not given).	Indian Ocean	Loss of masts, &c. Gale.	Ditto	Not reported.
Salt; value not stated.	About 15 miles S.W. of the Eastern Channel lightship.	Sandheads	Collision with steam tug *Bombay*. Unavoidable.	One lost	None lost.
In sand ballast	In Negapatam roads, in 4¾ fathoms, the lighthouse bearing W.N.W.	Coromandel coast	Collision with barque *Neelayathatchy*. Carelessness of tindal of barque *Pakialetchmy*.	None lost	.....
Ditto	Ditto ditto	Ditto	Collision with barque *Pakialetchmy*. Carelessness of tindal of barque *Pakialetchmy*.	Ditto	.....
General; value not reported.	In the Arabian Sea (exact position not given).	Arabian Sea	Loss of masts, &c. Heavy weather	Ditto	None lost.
In ballast	Off the Surat bar	Gulf of Cambay.	Sprung a leak. Stress of weather	Ditto	.....
General; value unknown.	Off Cape Delgado, in latitude 10° S., longitude 41° E.	East Coast of Africa.	Damage to engines. Unknown	Ditto	None lost.
Timber; value not given.	Abreast of Mr. Hopper's yard, Rangoon river.	Burma coast	Stranding. Carelessness of master	Ditto	Ditto.
General; value not stated	Off Fulta point	Hooghly river	Collision with steam tug *Enterprise*. Eddies.	Ditto	Ditto.
General; value not reported.	In latitude 1° N., longitude 92° E.	Indian Ocean	Sprung a leak. Heavy weather	Ditto	Partially damaged; value not reported.
General; value unknown.	30 yards to the N. W. of the Lower Eastern bar buoy, entrance to Kornafuli river.	Chittagong coast	Grounding. Unavoidable.	Ditto	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
146	*Honam*	1,377	British screw steamer	5th July	Glasgow	Hong-Kong
147	*Chandani*	8.	British Indian mahangiri	Ditto ditto	Mœwa bandar (Sálsette)	Bháyndar
148	*Howden*	1,167	British ship	6th ditto	Liverpool	Calcutta
149	*Chindwara*	1,533	British screw steamer	7th ditto	Calcutta	Bombay
150	*Mylomene*	1,900	British ship	Ditto ditto	Liverpool	Calcutta
151	*George Skolfield*	1,331	American ship	Ditto ditto	Calcutta	New York
152	*Sunbeam*	Not reported.	British schooner	11th ditto	Emloyed as	Pilot vessel No. 1
153	*Sea Queen*	873	British barque	12th ditto	Gopalpur	Cocanada
154	*Mow Hill*	220	British schooner	13th ditto	Cape Town	Calcutta
155	*Clan Buchanan*	1,913	British screw steamer	14th ditto	Calcutta	London
156	*Achilles*	1,528	Ditto ditto	Ditto ditto	Penang	Ditto
157	*City of Manchester*	2,046	Ditto ditto	Ditto ditto	Calcutta	Liverpool

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Coals; value not given.	Near the Daedalus shoal, in latitude 25° 45 N., longitude 35° 14′ E.	Red Sea .	Fire. Carelessness of crew .	One lost .	None lost.
Salt; value Rs. 563	At the mouth of the Mœwa creek .	Bombay coast .	Sprung a leak. Stress of weather	None lost .	Rs. 511 worth was lost.
Salt; value unknown.	Off the Ceylon coast (exact position not given).	Ceylon coast .	Sprung a leak. Heavy weather.	Ditto .	None lost.
Rice, gunnies, and coir yarn; value not known.	Alongside the Prince's Dock wharf, Bombay harbour.	Bombay coast .	Collision with *S. S. Abana*, *Handel* and *Cochin*. Unavoidable.	Ditto .	Ditto.
Salt; value not given.	On the edge of the sand in the Eastern Channel, the Lower Gasper lightship bearing by compass N. by E.	Hooghly river .	Grounding. Carelessness of pilot.	Ditto .	Ditto.
General; value not stated.	In 21 feet of water above Fisherman's creek.	Ditto .	Ditto ditto .	Ditto .	Ditto.
None .	3 miles W. S. W. of the Outer lightship, entrance to Bombay harbour.	Bombay coast .	Loss of spars, sails, &c. Stress of weather.	Ditto .	.....
Sugar, jaggery, rum, buffalo horns and redwood; value unknown.	30 miles S. E. of Santipilly rock, in latitude 17° 25′ N., longitude 84° 0′ E.	Madras coast .	Fire. Carelessness of crew .	Ditto .	Partially lost; value not reported.
In ballast .	On the sands close to Hope's obelisk, near Mornington point.	Hooghly river .	Grounding. Unavoidable .	Ditto .	.....
General; value not stated.	About 60 miles to the southward of the Pilot station.	Bay of Bengal.	Damage to engines. Unknown.	Ditto .	None lost.
300 tons of general; value unknown.	In latitude 3° 42′ N., longitude 64° 53′ E.	Indian Ocean .	Ditto ditto .	Ditto .	Ditto.
General; value not stated.	On the edge of the sand, a little below Point Jelly.	Hooghly river .	Grounding. Unavoidable .	Ditto .	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
158	*Assyria*	1,495	British screw steamer	15th July	Singapore	Calcutta
159	*Baghdad*	809	Ditto ditto	Ditto ditto	Bombay	Zanzibar
160	*Mow Hill*	220	British schooner	Ditto ditto	Cape Town	Calcutta
161	*Arundel*	1,249	British ship	18th ditto	False Point	Mauritius
162	*Chindwa*	1,533	British screw steamer	Ditto ditto	Calcutta	Bombay
163	*Lennox*	1,327	Ditto ditto	19th ditto	Ditto	The Straits and Hong Kong
164	*Japan*	1,865	Ditto ditto	Ditto ditto	Ditto	Ditto
165	*Duleep Singh*	1,198	British ship	20th ditto	Liverpool	Calcutta
166	*Calcutta*	549	British screw steamer	Ditto ditto	Chittagong	Ditto
167	*Maharaja*	1,666	Ditto ditto	22nd ditto	Singapore	Ditto
168	*Oithona*	1,342	British ship	Ditto ditto	Sunderland	Ditto
169	*Purulia*	993	British screw steamer	23rd ditto	Calcutta	Rangoon

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not known	In No. 2 track, James and Mary's	Hooghly river	Collision with buoy. Unavoidable.	None lo	None lost.
General; value not given.	In latitude 18° 42′ N., longitude 70° 40′ E.	Arabian Sea	Damage to hull. Heavy weather.	One lost	Ditto.
In ballast	On the sands off the fort in Fulta reach.	Hooghly river	Grounding. Unavoidable	None lost	.....
Rice; value not reported.	About 140 miles S. E. of False Point harbour, in latitude 19°19′ N., longitude 87° 43′ E.	Bay of Bengal	Sprung a leak. Heavy weather.	Ditto	Partially lost; value Rs. 2,000.
Rice, gunnies, and coir yarn; value unknown.	In Prince's Dock, Bombay harbour	Bombay coast	Collision with Prince's Dock pier. Unavoidable.	Ditto	None lost.
Opium; value not stated.	Midway between the Fulta flat buoy and the Upper Fulta mark.	Hooghly river	Collision with S. S. *Japan*. Carelessness of pilot of S. S. *Lennox*.	Ditto	Ditto.
Ditto	Abreast of the *Queen Anne* wreck buoy.	Ditto	Collision with S. S. *Lennox*. Carelessness of pilot of S. S. *Lennox*.	Ditto	Ditto.
Salt; value not given.	60 miles S. S. W. of the Eastern Channel lightship.	Bay of Bengal.	Damage to hull. Heavy sea	Ditto	Ditto.
General; value not reported.	Off Melancholy Point.	Hooghly river.	Collision with boat (name unknown). Carelessness of boat.	One lost	Ditto.
In ballast	On the sand in No. 1 track, Eastern Gut	Ditto	Grounding. Carelessness of pilot.	None lost	Ditto.
Creosoted sleepers and steel rails; value not known.	On the sand in No. 2 track, Eastern Gut	Ditto	Grounding. Unavoidable	Ditto	Ditto.
General; value not known.	On the S. W. edge of the Baragua flats, Gulf of Martaban.	Burma coast	Stranding. Carelessness of master.	Ditto	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
170	*Danah Letchmy*	213	British Indian brig	24th July	Chittagong	Point de Galle
171	*Kurnafoolee*	90	British Indian schooner	Ditto ditto	Narainganj	Chittagong
172	*Clan Cameron*	1,585	British screw steamer	29th ditto	Calcutta	Marseilles and Genoa
173	*St. Marnock*	1,258	British ship	Ditto ditto	Ditto	Liverpool
174	*Osburgha*	346	British schooner	1st August	Natal	Rangoon
175	*Polynesian*	1,294	British ship	Ditto ditto	Calcutta	New York
176	*Governor*	1,717	British screw steamer	2nd ditto	Liverpool	Calcutta
177	*Insulaire*	394	French barque	3rd ditto	Pondicherry	Ditto
178	*Stree Venkataswerloo*	61	British Indian boat	4th ditto	Cocanada & Calingapatam	Chittagong
179	*Glad Tidings*	1,300	British ship	6th ditto	Calcutta	Falmouth
180	*Lutuckban*	4	British Indian boat	Ditto ditto	Oyster rock (Bombay harbour).	Carnac bandar (Bombay bour).
181	*Egbert*	1,111	British screw steamer	7th ditto	Calcutta	Bombay

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
3,000 bags of rice and paddy; value Rs. 6,700.	Off Alla Bux's godown, Kornafuli river	Chittagong coast.	Colision with schooner *Kurnafoolee*. Carelessness of master of schooner.	None lost	None lost.
In ballast	Ditto ditto	Ditto	Collision with brig *Danah Letchmy*. Carelessness of master of schooner.	Ditto	.....
General; value not stated.	On the bank above Sankral bazar	Hooghly river	Grounding. Unavoidable	Ditto	Ditto.
General; value not given.	On the eastern bank of river, a little above the Crossing mark at Jarmaker's reach.	Ditto	Ditto ditto	Ditto	Ditto.
150 tons stone ballast.	On the Syriam bank, Rangoon river	Burma coast	Grounding. Carelessness of pilot	Ditto	.....
General; value not stated.	In Garden Reach, a little above the Botanical Gardens steps.	Hooghly river	Collision with steam tug *Bombay*. Eddies.	Ditto	Ditto.
General; value not reported.	On the sand off Fulta Point	Ditto	Grounding. Unavoidable	Ditto	Ditto.
In stone ballast	In Saugor roads	Ditto	Collision with the Lower Western Auckland buoy. Unavoidable.	Ditto	.....
None	On shore off Moungdotap at the entrance to the Naaf river.	Chittagong coast.	Stranding. Gale	Ditto	.....
Linseed; value not given.	On the Fulta sands	Hooghly river	Grounding. Eddies	Ditto	Dit o.
Fish; value Rs. 170	Between the Dolphin light and Oyster rock, Bombay harbour.	Bombay coast	Capsized. Stress of weather	Ditto	Totally lost.
In ballast	About 35 miles to the S. W. of the Eastern Channel lightship.	Bay of Bengal	Damage to engines. Unknown	Ditto	.....

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
182	*Princes*	9	British steamer	7th August	Employed towing	the S.S. *Kerbela*
183	*Khengti*	7	British Indian muchwa	Ditto ditto	Karanja	Bombay
184	*Creole*	346	French barque	12th ditto	Karikal	Réunion
185	*Vigilant*	303	British brigantine	15th ditto	Calcutta	Demerara
186	*Burmah*	675	British screw steamer	16th ditto	Basra	Bombay
187	*Viola*	1,270	Ditto ditto	17th ditto	Cardiff	Aden
188	*Hyacinth*	344	British barque	27th ditto	Cochin	Chittagong
189	*Amiral Bahar*	203	British Indian brig	Ditto ditto	Point de Galle	Ditto
190	*Knight of the Thistle*	1,357	British ship	Ditto ditto	Calcutta	Dundee
191	*May Queen*	285	British barque	29th ditto	Rangoon	Rio Janeiro
192	*Bengala*	952	Italian screw steamer	Ditto ditto	Genoa	Calcutta
193	*Knight of St. Patrick*	1,498	British screw steamer	Ditto ditto	Liverpool	Ditto

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
None	At the entrance to the British India Steam Navigation Company's dock, Bombay harbour.	Bombay coast	Grounding. Not reported	None lost	.....
Firewood; value Rs. 150.	On a rock at Karanja bandar, Bombay harbour.	Ditto	Stranding. Tides and currents	Ditto	None lost.
Rice; value not reported.	Off the Chagos Archipelago, about 1,500 miles from Réunion.	Indian Ocean	Loss of masts, &c. Hurricane	Ditto	Not reported.
Ditto	On the point north of the Tolly's Nala	Hooghly river	Grounding. Carelessness of first officer of the *Vigilant*.	Ditto	Partially lost; value Rs. 2,605.
180 tons; general value not reported.	About 2 miles S.W. of the Manora breakwater, Kurrachee.	Sind coast	Fire. Unknown	Ditto	Partially lost; value Rs. 8,600.
2,228 tons of coals; value Rs. 35,000.	On Rás Aba Bahn, near Rás Gharib, Gulf of Suez.	Red Sea	Stranding. Mistaken identity of light.	Ditto	Partially lost; value not reported.
None	Abreast of Alla Bux's godown, Kornafuli river.	Chittagong coast.	Collision with brig *Amiral Bahar*. Carelessness of master of the brig.	Ditto	.....
Cocoanuts, coir and cowries; value Rs. 2,500.	Off Monohur khali, Kornafuli river	Ditto	Collision with barque *Hyacinth*. Carelessness of brig *Amiral Bahar*.	Ditto	None lost.
Jute; value not stated.	On the sand, about half a mile above Oolabaria.	Hooghly river	Grounding. Unavoidable.	Ditto	Ditto.
Rice; value not stated.	In the Indian Ocean (exact position not given).	Indian Ocean	Loss of masts, spars, &c. Heavy weather.	Ditto	Not reported.
Salt and general; value not reported.	On the bank at Fulta Point	Hooghly river	Grounding. Unavoidable.	Ditto	None lost.
2,000 tons of general; value unknown.	On a bank in the Dahalak islands, in latitude 15° 49′ N., longitude 41° 0′ E.	Red Sea	Stranding. Incorrect charts	Ditto	Partially lost; value between Rs. 15,000 to Rs 20,000.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
194	*Jorawur*	1,736	British ship	30th August	Algoa Bay	Calcutta
195	*Chilka*	1,497	British screw steamer	3rd September	Bombay	Suez
196	*Lavrion*	1,277	French screw steamer	Ditto ditto	Basra	London
197	*Langshaw*	1,186	British screw steamer	Ditto ditto	Cardiff	Aden
198	*Zenobia*	1,099	British barque	Ditto ditto	London	Madras
99	*Mysore*	1,591	British ship	4th ditto	Calcutta	London
200	*Shaw Ahlum*	193	British Indian brig	6th ditto	Masulipatam	Rangoon
201	*Cassandra*	280	British brig	7th ditto	Employed on Pilot duties at the Sandheads	
202	*Elvetico*	646	Italian barque	8th ditto	Maskat	Calcutta
203	*Hannib*	1,204	British ship	10th ditto	Calcutta	Adelaide
204	*Návdi Sákari*	29	Native craft	Ditto ditto	Surat	Dwárka
205	*Great Victoria*	2,268	British ship	11th ditto	Liverpool	Bombay

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Coals; value not stated.	Below Fulta point	Hooghly river.	Collision with buoy. Tides and currents.	None lost	None lost.
Government stores and mules.	In latitude 14° 09′ N., longitude 52° 49′ E.	Gulf of Aden	Sprung a leak. Stress of weather.	Ditto	Ditto.
General; value about Rs. 40,000 francs.	In the Outer harbour of Aden	South coast of Arabia.	Collision with S. S. *Langshaw*. Carelessness of master of S. S. *Lavrion*.	Ditto	Ditto.
Coals, and general; value unknown.	Ditto ditto	Ditto	Collision with S. S. *Lavrion*. Carelessness of master of S. S. *Lavrion*.	Ditto	Ditto.
General; value not stated.	In Madras roads, in 8½ fathoms of water	Coromandel coast.	Collision with barque *Sophia Joakim*. Carelessness of master of *Sophia Joakim*.	Ditto	Ditto.
Ditto	On the mud bank, opposite Melancholy point.	Hooghly river.	Grounding. Unavoidable	Ditto	Ditto.
Tobacco, castor oil, &c.; value Rs. 7,585.	In latitude 14° 14′ N., longitude 91° 12′ E.	Bay of Bengal.	Damage to hull, &c. Gale	Ditto	Slightly damaged; value not reported.
None	S. W by W ½ W., distant 4 miles of the Eastern Channel lightship.	Sandheads	Loss of anchors, &c. Cyclone	Ditto	None lost.
Salt and dates; value not reported.	W. S. W. of the Eastern Channel lightship, distant about 6 miles.	Ditto	Ditto ditto	Ditto	Ditto.
General; value not stated.	At Saugor roads, in 9 fathoms of water.	Hooghly river	Loss of anchors, &c. Unavoidable.	Ditto	Ditto.
Wheat, dhal, tobacco, &c.; value Rs. 2,481.	On a shoal off Domus in the Surat river.	Gulf of Cambay	Grounding. Tides and currents.	Ditto	Ditto.
Coals; value not reported.	40 miles west of Bombay harbour	Arabian Sea	Fire. Spontaneous combustion	Ditto	Partially lost value Rs. 9,084.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
206	*Horryprosad*	29	British Indian balliam	12th September	Kol (Málvan)	Panvel
207	*Sallamuth*	16	British Indian dingy	Ditto ditto	Keti	Kurrachee
208	*Kadari*	22	Native battalla	Ditto ditto	Maskat	Surat
209	*Simla*	1,039	British screw steamer	16th ditto	Calcutta	Bombay
210	*Gunny Osman*	67	British Indian schooner	Ditto ditto	Naraiṅganj	Chittagong
211	*Gunny Osman*	159	British Indian brig	Ditto ditto	Ditto	Ditto
212	*Sree Venkataswarulu*	65	British Indian dhoney	19th ditto	Masulipatam	Vizagapatam & Balasore
213	*Star of Albion*	1,000	British ship	Ditto ditto	Calcutta	London
214	*Neelayathatchy*	171	British Indian barque	Ditto ditto	Colombo	Negapatam
215	*Berar*	902	British barque	Ditto ditto	Fiji islands	Calcutta
216	*Scinde*	700	British paddle steamer	Ditto ditto	Calcutta	Dibrugarh
217	*Nevado*	647	British barque	20th ditto	Ditto	Aberdeen

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
None	On the Domtra rock, Bombay harbour	Bombay coast	Capsized. Stress of weather	None lost	.....
Rice and wool.; value not given.	At Sodana, near the Seera beacon	Sind coast	Collision with dingy *Hazarun*. Gale.	Ditto	Rs. 200 worth was lost.
Limestones and dates; value Rs. 504.	On a sand bank about 2 miles to the south of the Tapti lighthouse, entrance to Surat river.	Gulf of Cambay	Grounding. Tides and currents	Two lost	Rs. 224 worth was lost.
General	On the right bank of river, just below the Bowreah mills.	Hooghly river	Grounding. Unavoidable	None lost	None lost.
1,667 maunds of jute and sundries; value Rs. 8,620.	Abreast Abdul Rohoman Katoo's godown, Kornafuli river.	Chittagong coast.	Collision with brig *Gunny Osman*. Carelessness of tindal of brig.	Ditto	Ditto.
None	Ditto ditto	Ditto	Collision with schooner *Gunny Osman*. Carelessness of tindal of brig.	Ditto	.....
General; value not given.	Near Vizagapatam	Madras coast	Stranding. Stress of weather	Ditto	Rs. 393 worth was lost.
Ditto	Near Fulta point	Hooghly river	Collision with steam tug *Hunsdon*. Eddies.	Ditto	None lost.
In sand ballast	In Negapatam roads in three fathoms of water.	Coromandel coast.	Collision with brig *Nutherwoolie*. Carelessness of tindal of brig.	Ditto	.....
In stone ballast	Off No. 21 swinging mooring buoy in the port of Calcutta.	Hooghly river	Collision with steamer *Scinde*. Unavoidable.	Ditto	.....
General; value not stated.	Ditto ditto	Ditto	Collision with ship *Berar*. Unavoidable.	Ditto	None lost.
Linseed; value not reported.	At Diamond Harbour	Ditto	Collision with ship *Savoir Faire*. Carelessness of master of tug *Mary Stuart*.	Ditto	Rs. 575 worth was lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
218	*Savoir Faire*	1,396	British ship	20th September	Calcutta	Liverpool
219	*British King*	2,878	British screw steamer	22nd ditto	Ditto	London
220	*Daria Daulat*	4	British Indian muchwa	23rd ditto	Kardee	Bassein (near Bombay)
221	*Fazel Karim*	1,012	Turkish ship	28th ditto	Maskat	Calcutta
222	*Highmoor*	1,113	British barque	29th ditto	Cape Town *vid* Madras	Chittagong
223	*Columba*	1,748	British ship	30th ditto	Cardiff	Calcutta
224	*British King*	2,878	British screw steamer	1st October	Calcutta	London
225	*Bengal*	1,339	Ditto ditto	3rd ditto	Bombay	Aden, Hodeidah and Jiddah.
226	*Cumberland*	1,555	British ship	4th ditto	Calcutta	Falmouth
227	*Britomart*	500	British barque	6th ditto	Maulmain	The United Kingdom
228	*Chippewa*	1,072	Ditto	Ditto ditto	Ditto	Ditto
229	*Ruparel*	48	British Indian padow	Ditto dit o	Broach	Calicut

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not given.	S.W. ½ W. of the Diamond Harbour Custom-house.	Hooghly river .	Collision with barque *Nevado*. Carelessness of master of tug *Mary Stuart*.	None lost .	Not reported.
Ditto .	On the bank right abreast of the Moyapur creek, a little below the magazine.	Ditto .	Grounding. Unavoidable .	Ditto .	None lost.
Grass and paddy; value not given.	Opposite the Joona salt works, Bassein creek.	Bombay coast .	Capsized. Stress of weather .	Ditto .	Slight damage.
General; not reported.	In the lower part of Saugor roads, about a mile below the Middleton spit buoy.	Hooghly river .	Grounding. Unavoidable .	Ditto .	None lost.
500 tons ballast. .	On the Patunga sand, the Outer black buoy bearing west, and the Norman point beacons S.E., entrance to Kornafuli river.	Chittagong coast.	Stranding. Tides and currents.	Ditto ...	...
Coals; value not given.	On the tail of the Middle Ground .	Sandheads .	Grounding Unavoidable .	Ditto .	Ditto.
General; value not stated.	On the Para patch, Point de Galle harbour.	Ceylon coast .	Grounding. Carelessness of pilot.	Ditto .	Not reported.
Ditto . .	On a spit off the entrance to the Kamáran harbour.	Red Sea . .	Grounding. Carelessness of master.	Ditto . .	None lost.
Jute; value not stated.	At Garden Reach	Hooghly river	Collision with ship *Crusader*. Unavoidable.	Ditto . .	Ditto.
Teak timber; value not reported.	In Mopoon bight, Maulmain or Salween river.	Burma coast	Collision with barque *Chippewa*. Carelessness of master of barque *Chippewa*.	Ditto . .	Ditto.
Ditto .	Ditto ditto .	Ditto. .	Collision with barque *Britomart*. Carelessness of master of barque *Chippema*.	Ditto . .	Ditto.
Cotton twist, gram, &c.; value Rs. 14,850.	Off Vausi	Gulf of Cambay.	Sprung a leak. Carelessness of master.	Ditto . .	Rs. 5,866 worth was lost, and Rs. 2,000 damaged.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
230	*Viscount*	1,270	British ship	6th October	Mauritius	Calcutta
231	*Chiltern*	832	British screw steamer	7th ditto	Port Said	Suez
232	*Vessventy*	31	British Indian pattimar	9th ditto	Málvan	Cochin
233	*Fattekher*	46	British Indian battalla	12th ditto	Kurrachee	Broach
234	*Lanarkshire*	1,422	British ship	Ditto ditto	Singapore	Calcutta
235	*Rewa*	2,623	British screw steamer	Ditto ditto	Colombo	London
236	*Labhsawdi*	30	Native craft	13th ditto	Broach	[illegible]
237	*Peshwur*	2,131	British screw steamer	15th ditto	London	[illegible]
238	*Glenroy*	1,139	British barque	Ditto ditto	Mauritius	Madras
239	*Countess of Rothes*	738	Ditto	Ditto ditto	Akyab	Chittagong
240	*Amyone*	1,300	British ship	Ditto ditto	Singapore	Sandheads
241	*Lochee*	1,728	Ditto	Ditto ditto	Calcutta	London

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
In ballast . .	In Royapore reach in seven fathoms of water.	Hooghly river	Loss of anchors, &c. Not reported.	None lost .	None lost.
480 tons of telegraph cable; value unknown.	In the Suez Canal . .	Red Sea .	Grounding. Unavoidable .	Ditto . .	Ditto.
None . . .	Near Kurvoy, about 8 miles north of Cannanore.	Malabár coast .	Collision with steamer (name unknown). Not exhibiting lights.	Ditto . .	Ditto.
Rice; value Rs. 2,400.	On the Kodra Bet rock . . .	Gulf of Cambay	Grounding. Carelessness of tindal.	Ditto . .	Rs. 176 worth was lost.
In ballast . .	To the eastward of the Patch buoy, distant about a cable entrance to Maulmain or Salween river.	Burma coast .	Grounding. Carelessness of pilot.	Ditto . .	.....
Ground; value unknown.	In latitude 8° 18' N., longitude 71° 41' E.	Arabian Sea .	Damage to engines. Unknown .	Ditto . .	None lost.
[illegible]	Half a mile outside the Chorvad harbour	Káthiáwár coast	Capsized. Stress of weather .	Ditto .	Totally lost.
[illegible] value not [illegible]	About 275 miles S. E. of Point de Galle in latitude 2 [illegible] N., longitude [illegible] 36' E.	Indian Ocean .	Collision with barque *Glenroy*. Carelessness of master of *Glenroy*.	Ditto .	None lost.
In ballast, and 400 emigrants	Ditto ditto	[illegible]	Collision with S.S. *Peshawur*. Carelessness of master of *Glenroy*.	Ditto .	.....
In ballast . .	On the bank off Moish khali, Kor[illegible]na-fuli river.	Chittagong coast	Grounding. Carelessness of pilot	Ditto .	.....
700 tons stone ballast.	Eastern Channel lightship bearing South, distant 5 miles.	Sandheads .	Loss of anchors, &c. Stress of weather.	Ditto .	.....
General; value not reported.	On the bank, a little below Gordon Stuart's yard at Ga[illegible] Messrs. [illegible]den Reach.	Hooghly river .	Grounding. Unavoidable . .	Ditto .	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
242	*Collerson*	361	British brig	16th October	Employed on Pilot	duties at the Sandheads
243	*Clan Stuart*	1,355	British screw steamer	Ditto ditto	Kurrachee	Liverpool
244	*Ebenezer*	317	British brigantine	17th ditto	Chittagong	Cochin
245	*Tibre*	1,135	French screw steamer	18th ditto	Calcutta	Madras
246	*Athipaykealetchemy*	100	British Indian dhoney	Ditto ditto	Mullaittivu (N.E. coast of Ceylon)	Ditto
247	*Ophelia*	1,184	British barque	19th ditto	Rangoon	Bassein (Burma)
248	*Adele and Paul*	61	French schooner	22nd ditto	Naraingani	Chittagong
249	*Amiral Bahar*	69	British Indian schooner	Ditto ditto	Chittagong	Naraingani
250	*Thomas Bell*	838	British ship		Calcutta	San Francisco
251	*Marion*	1,356	British screw steamer	27th ditto	Ilo Ilo	New York
252	*Ruparel*	32	British Indian craft	28th ditto	Bombay	Bhávnagar
253	*Largo Law*	1,587	British ship	Ditto ditto	Calcutta	London

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
None	At Saugor roads	Sandheads	Grounding. Cyclone	None lost	.....
Grain and cotton; value unknown.	On Rás Aráh shoal, about 60 miles west of Aden	South coast of Arabia.	Stranding. Carelessness of master.	Ditto	600 tons jettisoned; value not reported.
480 tons of rice; value unknown.	On shore, in latitude 22° 14′ N., longitude 91° 51′ E., Kornafuli river.	Chittagong coast	Grounding. Carelessness of master.	Ditto	Not reported.
General; value not reported.	On the north side of Madras harbour	Coromandel coast.	Collision with dhoney *Athipay-kealetchemy*. Carelessness of master of S. S. *Tibre*.	Ditto	None lost.
Iron; value not stated.	Ditto ditto	Ditto	Collision with S. S. *Tibre*. Carelessness of master of S.S. *Tibre*.	Ditto	Ditto.
Kerosine oil; value Rs. 4,300.	On the south end of the Elbow shoal, Bassein river.	Burma coast	Grounding. Carelessness of pilot.	Ditto	Ditto.
Jute; value Rs. 7,500	Off Moish khali, Kornafuli river	Chittagong coast.	Collision with schooner *Amiral Bahar*. Carelessness of tindal of *Amiral Bahar*.	Ditto	Ditto
Salt; value Rs. 1,080	Ditto ditto	Ditto	Collision with schooner *Adele and Paul*. Carelessness of tindal of *Amiral Bahar*.	Ditto	Ditto.
Bales of gunny bags and jute; value not stated.	On the Haldia bar	Hooghly river	Grounding. Unavoidable	Ditto	Ditto.
Sugar; value not reported.	In latitude 3° 50′ N., longitude 78° 18′ E.	Indian Ocean	Damage to engines. Not reported.	Ditto	Ditto.
General; value Rs. 13,031.	On a shoal about 100 yards to the east of Rog creek.	Gulf of Cambay	Sprung a leak. Unknown	Ditto	Rs. 558 worth was lost, and Rs. 2,531 damaged.
Seeds and jute; value not reported.	On the Bellary flat, about 800 yards S. W. of the Kalpi Anchoring buoy.	Hooghly river	Grounding. Unavoidable	Ditto	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
254	*Palki*	9	British Indian muchwa	29th October	Sátpáti	Kalyán
255	*Salamati*	10	Ditto ditto	30th ditto	Goa	Bombay
256	*Senator*	1,695	British ship	Ditto ditto	Calcutta	New York
257	*Amiral Bahar*	62	British Indian schooner	1st November	Chittagong	Narainganj
258	*Thomasina McLellan*	1,788	British ship	2nd ditto	Liverpool	Calcutta
259	*Inchrhona*	1,496	British screw steamer	Ditto ditto	Calcutta	Hull
260	*Marion*	1,356	Ditto ditto	3rd ditto	Ilo Ilo	New York
261	*Dunstaffnage*	1,891	British ship	5th ditto	Calcutta	Dundee
262	*Marrarita*	863	British barque	6th ditto	Riode Janeiro	Chittagong
263	*Alef Rohoman*	100	British Indian schooner	Ditto ditto	Narainganj	Ditto
264	*Marion*	1,356	British screw steamer	8th ditto	Ilo Ilo	New York
265	*Vithal Passa*	80	Native craft	Ditto ditto	Bilimora (Broach)	Jámnagar

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Fish and mats; value Rs. 476.	On a rock about a mile off the Chola bandar, Kalyán creek, Bombay harbour.	Bombay coast	Stranding. Carelessness of tindal.	None lost.	Rs. 235 worth was lost.
Firewood; value Rs. 160.	On a bank in the Kálbádevi creek, Ratnagiri.	Ditto .	Grounding. Ebb tide . .	Ditto .	Rs. 40 worth was lost.
General; value not stated.	In Kalpi roads	Hooghly river.	Collision with steam tug *Defiance*. Unavoidable.	Ditto .	None lost.
Salt; value Rs. 1,080	On shore off Takta khali in the Jalchira river.	Sunderbuns .	Grounding. Tides and currents	Ditto .	Partially lost; value not reported.
Salt; value not given.	Off the Sister trees	Hooghly river.	Grounding. Unavoidable .	Ditto .	None lost.
Wheat and linseed; value not reported.	On the College sand, a little above the sluice gate.	Ditto .	Ditto ditto . .	Ditto .	Ditto.
Sugar; value not stated.	In latitude 5° 54′ N., longitude 57° 0′ E.	Arabian Sea .	Damage to engines. Not reported.	Ditto .	Ditto.
Jute; value not reported.	On a lump in the Kukrahâti reach, about a quarter of a mile from the Nun buoy.	Hooghly river.	Grounding. Unavoidable .	Ditto .	Ditto.
360 tons of stone ballast.	In the fairway, just outside the Bar buoys, entrance to the Kornafuli river.	Chittagong coast.	Collision with schooner *Alef Rohoman*. Carelessnes of tindal of schooner.	Ditto .	.....
430 bales of jute; value not known.	On the western side of the Outer red buoy, distant about half a mile, entrance to Kornafuli river.	Ditto .	Collision with barque *Margarita*. Carelessness of tindal of schooner.	Ditto .	None lost.
Sugar; value not reported.	About 150 miles south of Jiddah .	Red Sea .	Damage to engines. Not reported.	Ditto .	Ditto.
Molasses, rice and dhal; value Rs. 1,749.	On Dida rock near Pirotan island .	Gulf of Cutch .	Stranding. Stress of weather .	Ditto .	Rs. 800 worth was lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
266	*India*	2,633	British screw steamer	11th November	Calcutta	London
267	*Pallion*	1,111	Ditto ditto	12th ditto	Cardiff	Rangoon
268	*Scinde*	500	British steamer	19th ditto	Calcutta	Assam
269	*Savernake*	1,284	British barque	21st ditto	Liverpool	Rangoon
270	*Scindia*	2,040	British screw steamer	22nd ditto	Calcutta	Bombay
271	*Thalatta*	1,748	British ship	23rd ditto	Liverpool	Calcutta
272	*Clan Macgregor*	1,926	British screw steamer	Ditto ditto	Ditto	Calcutta viâ Colombo
273	*Abergeldie*	1,878	Ditto ditto	Ditto ditto	Calcutta	London
274	*Eastminster*	1,145	British ship	24th ditto	Rangoon	Chittagong
275	*Mugbool Rubbanee*	240	British Indian brig	Ditto ditto	Narainganj	Ditto
276	*Fattehsavái*	47	British Indian dingy	Ditto ditto	Porbandar	Broach
277	*Malwa*	1,868	British screw steamer	25th ditto	Trieste	Bombay

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not given.	Between Fulta and Hooghly points	Hooghly river.	Damage to engines. Unknown	None lost	None lost.
1,711 tons of coals; value not known.	On the Baragua flats, in latitude 15° 34′ N., longitude 95° 15′ E., Gulf of Martaban.	Burma coast	Stranding. Carelessness of master.	Ditto	Partially lost; value £400.
General; value not given.	On a spit in the Middle Rangafulla channel.	Hooghly river.	Grounding. Unavoidable	Ditto	None lost.
1,680 tons of salt; value not reported.	N. W. of the Little Andaman island, in latitude 11° 19′ N., longitude 92° 13′ E.	Andamans	Loss of masts, &c. Stress of weather.	Ditto	Ditto.
General; value not given.	On the bank at Devil's Point	Hooghly river.	Grounding. Unavoidable	Ditto	Ditto.
Salt; value not stated.	About three or four miles to the eastward of the Eastern Channel lightship.	Sandheads	Collision with steam tug *Bombay*. Carelessness of master of ship *Thalatta*.	Ditto	Ditto.
General; value not reported.	In latitude 8° 37′ N., longitude 69° 0′ E.	Arabian Sea	Damage to engines. Unknown.	Ditto	Ditto.
General; value not stated.	About 200 yards below the Nun buoy off the North Boundary pillar.	Hooghly river.	Grounding. Unavoidable	Ditto	Ditto.
In ballast	Abreast of Kumar khali, Kornafuli river.	Chittagong coast.	Collision with brig *Mugbool Rubbanee*. Carelessness of pilot of ship.	Ditto	.....
650 bales of jute; value Rs. 14,300.	Ditto ditto	Ditto	Collision with ship *Eastminster*. Carelessness of pilot of ship.	Ditto	Ditto.
Stones; value 35l.	To the southward of Piram island	Gulf of Cambay	Sprung a leak. Stress of weather	Ditto	Rs. 45 worth was lost.
General; value not given.	In Suez roads, Gulf of Suez, about half a mile off the Suez dock entrance.	Red Sea	Collision with S.S. *Clan Forbes*. Unavoidable.	Ditto	Not reported.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
278	*Clan Forbes*	1,590	British screw steamer	25th November	Colombo	Dundee
279	*Iolani*	981	Ditto ditto	26th ditto	Mauritius	Point de Galle
280	*Reciprocity*	1,409	British ship	Ditto ditto	Bombay	Rangoon
281	*Huntingtower*	1,573	British screw steamer	29th ditto	Calcutta	Marseilles
282	*St. Mark*	1,098	Ditto ditto	Ditto ditto	East London	Bombay
283	*Marina*	1,068	Ditto ditto	30th ditto	Basra	London
284	*Deccan*	2,022	Ditto ditto	1st December	Bombay	Rangoon
285	*Roghunath*	6	British Indian muchwa	4th ditto	Jaygad	Bombay
286	*Mormion*	788	British ship	Ditto ditto	Chittagong	Mauritius
287	*Neelayathachi*	141	British Indian brig	Ditto ditto	Cochin	Bombay
288	*Lucinda*	1,132	British screw steamer	5th ditto	Kurrachee	Port Said
289	*Oberon*	379	German barque	Ditto ditto	Cape Town	Calcutta
290	*Clan Sinclair*	1,911	British screw steamer	6th ditto	Glasgow	Ditto

WATERS DURING THE YEAR 1882—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Jute; value not reported.	In Suez roads, the entrance buoy bearing E. N. E., distant seven cables, Gulf of Suez.	Red Sea	Collision with S. S. *Malwa*. Unavoidable.	None lost	Partially lost; value about £197.
In water ballast	Near the Cargados Garajos, in latitude 16° 35′ S., longitude 60° 47′ E.	Indian Ocean	Damage to engines. Unknown.	Ditto	.....
600 tons of stone ballast.	Off Dallah, in the Rangoon river	Burma coast	Loss of anchors, &c. Unavoidable.	Ditto	.....
General; value not reported.	On shore, 28 miles north of Rás Gharib, Gulf of Suez.	Red Sea	Stranding. Not reported	Ditto	Ditto.
In ballast	On the island of Tromelin, in latitude 15° 51′ S., longitude 54° 31′ E.	Indian Ocean	Ditto ditto	Ditto	.....
General; value not stated.	On a reef at the Outer gateway, Jiddah harbour.	Red Sea	Ditto ditto	Ditto	Ditto.
Mules for Government.	On the mud off Monkey Point, and again on the Hasting's shoal, Rangoon river.	Burma coast	Grounding. Carelessness of pilot.	Ditto	.....
Wood; value Rs. 40	E. by S. of the Alibág fort	Bombay coast	Sprung a leak. Unavoidable	Ditto	Little or no damage.
15,300 bags of rice; value not known.	On the bank at Kumar khali, Kornafuli river.	Chittagong coast	Grounding. Carelessness of pilot.	Ditto	None lost.
Wooden planks; value not given.	On the reefs south of Cross island, Bombay harbour.	Bombay coast	Grounding. Unavoidable	Ditto	Ditto.
Rape-seed; value not reported.	In latitude 13° 45′ N., longitude 49° 10′E.	Gulf of Aden	Damage to engines. Unknown.	Ditto	Ditto.
In ballast.	On the bank, a little below Teetulbaria creek.	Hooghly river	Grounding. Unavoidable.	Ditto	.....
General; value not reported.	Near Toussoan in the Suez Canal	Red Sea	Collision with a barge (name unknown). Unavoidable.	Ditto	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
291	*Palkhi*	16	British Indian muchwa	8th December	Mora	Bombay
292	*Bhawani*	15	British Indian mahangiri	10th ditto	Uran	Karanja
293	*Undine*	796	British barque	Ditto ditto	London	Colombo
294	*Osprey*	1,130	British steamer	14th ditto	Employed in the	Red Sea station
295	*Amberwitch*	512	Ditto	Ditto ditto	Lying at moorings	
296	*Laxmi*	18	British Indian mahangiri	18th ditto	Durshet	Not reported
297	*Daria Daulat*	23	British Indian gulbut	19th ditto	Kalyán	Bombay
298	*Challenge*	468	British paddle steamer	23rd ditto	At anchor	
299	*Sestos*	138	Ditto ditto	Ditto ditto	Calcutta	Sandheads
300	*Maharaja*	1,046	British screw steamer	Ditto ditto	Ditto	Colombo
301	*Sibmani*	3	British Indian muchwa	26th ditto	Kundápur	Ratnagiri
302	*Ellora*	1,513	British screw steamer	28th ditto	Calcutta	Cochin, Cannanore, &c.
303	*Boyne*	1,351	British ship	29th ditto	Ditto	Trinidad

WATERS DURING THE YEAR 1882—*concluded.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Salt; value Rs. 1,122.	Off the Government barge at Uran, Bombay harbour.	Bombay coast.	Sprung a leak. Old and rotten.	None lost.	Rs. 148 worth was lost.
Salt; value Rs. 1,502.	Near the Karanja barge, Bombay harbour.	Ditto.	Foundering. Old and rotten.	Ditto.	Totally lost.
Coals; value not stated.	In latitude 21° 50′ S., longitude 66° 09′ E.	Indian Ocean.	Sprung a leak. Gale.	Seven lost.	None lost.
None.	In Aden harbour.	South coast of Arabia.	Collision with Indian Government steamer *Amberwitch*. Unavoidable.	None lost.	.....
Ditto.	Ditto.	Ditto.	Collision with Her Majesty's ship *Osprey*. Unavoidable.	Ditto.	.....
Firewood; value Rs. 40.	At Durshet in the A'ntora creek.	Bombay coast.	Capsized. Stress of weather.	Ditto.	Ditto.
Grass; value Rs. 160.	On a rock near Thakurli in the Kalyán creek, Bombay harbour.	Ditto.	Capsized. Carelessness of tindal.	Ditto.	Rs. 160 worth was lost.
None.	Off the Government Dockyard, Kidderpur.	Hooghly river.	Collision with tug *Sestos*. Fog.	Ditto.	.....
Ditto.	A little below Hasting's moorings.	Ditto.	Collision with tug *Challenge*. Fog.	Ditto.	.....
General; value not stated.	On the Sankral sand.	Ditto.	Grounding. Unavoidable.	Ditto.	None lost.
Fish, coiryarn and jaggery; value Rs. 85.	On the Magnási or Budka rock, about a mile off Murdeshvar.	Bombay coast.	Stranding. Carelessness of tindal.	Ditto.	Rs. 62 worth was lost.
Rice.	On the bank off Devil's point.	Hooghly river.	Grounding. Unavoidable.	Ditto.	None lost.
Emigrants and rice	On the flat off the bank above the Haldia tripod.	Ditto.	Grounding. Carelessness of pilot.	Ditto.	Ditto.

NOTES ACCOMPANYING THE CASUALTY STATEMENT FOR JANUARY 1882.

1. The French wooden barque SALUZIE [of Bordeaux, 633 tons register, official number not reported, age 10 years], from Mauritius to Chittagong in stone ballast. On the 1st January a native vessel was anchored in the fairway, and the *Saluzie* in sailing into the Kornafuli river, the pilot to avoid collision took his vessel inside the black buoy rather than between the black and red buoys, and she grounded about 200 yards E. S. E. of the Outer black Bar buoy, entrance to Kornafuli river (Chittagong coast.) After having laid out an anchor and with wind from N. E., the vessel was hove off on that night's flood. No damage to vessel. No loss of life.

2. The British iron screw steamer LISCARD [of London, 1,278 tons register, official number 82790], from Port Said to Bombay, in water ballast. On the 3rd January, when in latitude 19°14′ N., longitude 39°36′ E. (Red Sea), she was struck by a heavy sea which broke plates in forecastle on port side; she also broke the lower pressure piston rod, and was subsequently towed by the S. S. *Congo* into Aden on the 9th, where she underwent only temporary repairs. The *Liscard* was finally surveyed at Bombay, and after all the damages had been made good, she sailed from Bombay on the 23rd February. Estimated value of damage ₹5,523. No loss of life.

3. The British iron screw steamer KASHGAR [of Sunderland, 1,514 tons register, official number 68549], from Bombay to Suez with a general cargo. On the 4th January whilst in Aden harbour (South coast of Arabia), an eccentric rod was found broken; cause unknown. She was detained in harbour 48 hours to repair the damage. No damage to hull or cargo. No loss of life.

4. The British iron flat GOOMTEE [of Calcutta, 352 tons register, no official number, age 5 years], from Assam to Calcutta, with a general cargo. It appeared that the ship *Rajpoot* was moored to No. 21 Swinging buoy in the port of Calcutta, river Hooghly, on the 6th January, and whilst remaining so moored, the *Goomtee* being only moored with a kedge on the flood, dragged and came into collision with the *Rajpoot*, causing considerable damage to rails, stanchions and steering gear (estimated value ₹600). The *Goomtee's* steering boom sprung, value about ₹10. The flat belonged to the India General Steam Navigation Company, and was employed for passenger and goods traffic on inland rivers. No loss of cargo. No loss of life. (The Port Officer remarked that no Inquiry could be held in this case, as the *Goomtee* was, in the opinion of the Government Solicitor, not a ship for the purposes of Act IV of 1875, nor did the vessel come under Act VII of 1879, not being a steamship. The collision was caused by carelessness on the part of the flat *Goomtee*.)

5. The British Indian muchwa KHENGATI [of Alibág, 3 tons register, official number 998, age unknown], from Murúd (Habshi territory) to Bánkot, with a cargo of empty casks, gunny bags and ₹256 in cash, was capsized on the bar at the mouth of the Bánkot river (Bombay coast), on the night of the 8th January, but was afterwards recovered. Little or no damage to the muchwa. No loss of life.

6. The British Indian mahangiri LAXUMI [of Urún, 12 tons register, official number 2014, age about 30 years], from the Akhanda Suza Katekhar saltworks to Mora bandar, with a cargo of 468 maunds salt. On the afternoon of the 11th January, when off the Mora bandar near Kharpuse (Bombay harbour), there was a strong wind, which caused the vessel to roll heavily, and the tiller being broken, she became unmanageable and foundered. Little or no damage to the mahangiri; she was afterwards recovered. Cargo partially lost; value ₹874. No loss of life.

7. The British Indian padow HIRAPÁRSÁD [of Surat, 29 tons register, official number 1294, age 28 years], from Tankári to Bombay, with a cargo of cotton, wheat, &c. The padow was anchored at the entrance of the Dhadhar river (Gulf of Cambay), on the 13th January. On the tide coming in she

proceeded on her way, but only got as far as the Deojagan light when she struck on a sand bank and gave a list to one side. The water then entered, and swamped her. She was afterwards recovered. Damage to the padow to the amount of R50; cargo, worth R4,900, was lost and the remainder, valued at R3,064, was damaged. No loss of life.

8. The French wooden barque HOOGHLY [of Bordeaux, 460 tons register, official number not reported], from Balasore to Mauritius, with a cargo of rice. In the early part of January the vessel sprung a leak whilst in the Indian Ocean, having met with stress of weather. She arrived at Mauritius on the 1st February, and after discharging her cargo she went into dock for repairs. Damage to barque, value not reported; cargo, if any damaged, value not reported. No loss of life.

9. The British iron ship TALISMAN [of Liverpool, 1,199 tons register, official number 51450, age 18 years], from Chittagong to Dundee, with a cargo of jute. The vessel cleared outward at the Chittagong Custom house on the 23rd January, and on the morning of the 25th it appeared that, from inquiry by the Shipping Master, she grounded on the Dolphin shoal off the island of Kutubdea, and got off without assistance, apparently uninjured, on the 26th January, when she proceeded direct on her voyage. No damage to cargo. No loss of life. (The Shipping Master, Chittagong, stated that no report of this casualty had been submitted by the master of the vessel, and as no record thereof existed in his office, consequently no details were obtainable.)

10. The British iron screw steamer PEARL [of Bombay, 366 tons register, official number 21087, age 23 years], from Bombay to Cutch, with a general cargo. At 2-30 P.M. of the 23rd January, when 40 miles N. W. ¼ N. of Bombay (Bombay coast), the steamer's engines were disabled owing to the after crank, bolts, and piston having broken. No damage to hull or cargo. No loss of life.

11. The British iron screw steamer CAMELOT [of Leith, 1,049 tons register, official number 70790], from Cardiff to Jiddah, with a cargo of coals. On the 26th January, whilst the vessel was shipping her berth from the Outer to the Inner anchorage, Jiddah harbour, she grounded on Ergung Hassan bank. After the engines were stopped, and when about to let go the anchor, it was found that the vessel had taken the ground; the steamer commenced discharging. The following morning, when about 300 tons had been taken out, she floated. No damage to *Camelot*. No cargo lost. No loss of life.

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12. The British iron screw steamer DURHAM [of London, 1,637 tons register, official number 70590], from Batavia to London, with a general cargo. At 6 A.M., on the 5th February, when to the westward of Minikoi, in latitude 8° 30′N., longitude 71° 20′E. (Maldivhs), the balance wheel on shaft was found to be broken; after it had worked loose, could not be tightened. No damage to hull or cargo. No loss of life. The *Durham* put into Aden for repairs.

13. The Norwegian wooden ship IMPERATOR [of Stavanger (Norway) 1,082 tons register, no official number], from Newport (Monmouth) to Colombo with a cargo of coals. On the 5th February at 3-30 P.M., the pilot in bringing the *Imperator* amongst the shipping with so much headway on that she fouled the *Olaf Trygvason* in Colombo harbour, Ceylon coast. The *Olaf Trygvason* stove in some of the bulwark planks on the starboard bow of the *Imperator*, started the cathead and broke the rail. Twelve stanchions of the poop rail were carried away, and about 30 feet of the rail broken. The bumpkin of the main brace also broke, and three stanchions of the mizen pin rail started; estimated value not known. No damage to the *Olaf Trygvason* was reported. No loss of cargo. No loss of life. (This collision was caused by an error of jugdment on the part of the pilot by rounding-to to the northward instead of the southward.)

14. The British iron ship ROSLIN CASTLE [of Liverpool, 1170 tons register, official number 47536], from Calcutta to New York with a general cargo. On the afternoon of the 6th February she was proceeding down the river Hooghly in pilotage charge, and in tow of steamer *Court Hey*, and in keeping an easterly track in the Jellingham channel when a little to the

S. W. of the Lower Eastern Jellingham buoy, the vessel touched the ground but did not stop her way. No damage to hull or cargo. No loss of life. (The accident was reported as being caused by a lump having formed in the channel since the last survey.)

15. The British iron ship COUNTY OF PEEBLES [of Glasgow, 1,614 tons register, official number 71742], from Calcutta to Dundee with a cargo of jute. The vessel was lying at 10, Esplanade moorings, river Hooghly, loading her cargo, when, at 8-30 A.M., on the 6th February, she caught fire owing to a spark from the galley funnel having alighted on a bale in the lower hold (square of main hatch) which was full of jute, her 'tween decks being empty with the exception of about 200 bales. The fire spread with amazing rapidity, and efforts were made by the master and his crew at the moment to extinguish it at the commencement, but without success. The usual signals were at once made for assistance, and were responded to with such promptitude that in less than half an hour the Deputy Harbour Master was on board together with the officers and crew of the ships *Thomasina McLellan. Selkirkshire, Ardgowan, Argonaut, Star of Italy, Corbet Castle, County of Kinross,* and *County of Forfar.* The fire engine belonging to the Port Commissioners was in attendance promptly, and the hatches of the vessel being immediately closed, she was hauled out of the moorings, and transported off Shalimar, Shibpur, where she was beached on the flood tide. The fire engine *Hooghly,* tug *Hetty,* and hopper barge No. 1 pumping simultaneously filled the vessel to the lower deck beams in about four hours, when finally, at about 4-30 P.M. the same day, the fire was got under. After she was pumped out the following day, an unsuccessful attempt was made to haul her off at high water. The cargo was then rapidly discharged to lighten the vessel, and after some attempts had again been made at high water on the same afternoon, she was hove off, and replaced in her moorings on the morning of the 8th February. Value of damage to ship estimated between R80,000 to R90,000. Cargo all lost; value R1,27,540. No loss of life. The second officer of the *Thomasina McLellan* met with a severe accident whilst assisting to put out the fire, by a bale of jute falling on his leg and breaking it. (No Court of Inquiry was held in the above case; the cause of the fire was known in this instance, the master of the *County of Peebles* having personally seen the origin of the fire in his vessel.)

16. The British iron screw steamer CHRYSOLITE [of Hull, 1044 tons register, official number 82510], from Cardiff to Bombay with a cargo of coals and iron. On the 8th February, the vessel, when moored in Gare, Suez canal (Red Sea) was fouled by the S. S. *Kangra* steaming down the canal. The *Chrysolite's* ropes slacked and engines put at full speed astern to avoid the collision, but it was of no avail. The plates on port bow of the *Chrysolite* cut down about 15 feet; frames, beams, and decks broken, as well as four hawsers; windlass started, and ship thoroughly shaken. She was temporarily repaired at Suez. She arrived at Bombay on the 10th March, and after undergoing repairs at that port she proceeded on her voyage on the 1st April. Value of damage to *Chrysolite* R12,000 to R16,000. No loss of cargo. No damage to the S. S. *Kangra.* No loss of life. (The casualty was caused by bad steering on the part of the S. S. *Kangra.*)

17. The British iron screw steamer COMMILLA [of Glasgow, 542 tons register, official number 73799], from Chittagong to Calcutta in ballast. On the morning of the 12th February the steamer was coming up the Hooghly river, by the Peninsular and Oriental Company's moorings. On the ebb tide the pilot observed a dhow under sail in the channel at Garden reach and the dhow directed course to go under her stern, but as the steamer neared her, the dhow took a stern board, the *Commilla* stopped and put her helm hard-a-starboard; but as the dhow continued to back she struck the steamer on the bluff of her bow, and then swung clear. No damage to *Commilla.* No loss of life. (The accident was unavoidable.)

18. A British Indian boat (name not known) [of Bombay, 2 tons register, no official number], from Bombay to Hog island, capsized in a squall on the afternoon of the 12th February between Trombay and Hog island, Bombay harbour, but was afterwards recovered. Little or no damage to boat. No cargo on board. No loss of life.

19. The British Indian wooden ship FATHE SALEM [of Bombay, 618 tons register, official number 30605, age 32 years], from Chittagong to Cannanore with a cargo of grain. On the afternoon of the 14th February, the vessel, in charge of a pilot, whilst dropping down the Kornafuli river (Chittagong coast) with the ebb tide, grounded on the sand on the western side of the river, Eastern flagstaff bearing S. by E. ½ E., and the Western flagstaff S. W. ½ W. She remained aground till the evening of the 17th February, when, after having discharged cargo to lighten her, she floated with the last of the flood and proceeded on her voyage without having sustained any damage. No loss of cargo. No loss of life. (The casualty was caused through the pilot sheering the vessel too far over on the western side.)

20. The British Indian muchwa DARIA DAULATA [of Bassen, Thána, 7 tons register, official number 2735], from Moordha creek to Bháyndar with a cargo of salt. At 1 P.M. on the 18th February, owing to the force of the wind, she heeled over on her lee side on to the sand bank at the entrance to Moordha creek, Bombay harbour, but was afterwards recovered. Little or no damage to muchwa. Cargo worth R362 was damaged. No loss of life.

21. The British Indian muchwa RAMBAN [of Rái (Sálsette), 10 tons register, official number 1278, age 18 years], from Rái to Trombay with a cargo of salt. On the 18th of February she was driven by the force of the tide on a rock at the junction of the Bassen and Thána rivers called "Dupani," Bombay harbour. She sprang a leak and filled with water, but was afterwards recovered. Little or no damage to muchwa. Cargo all lost, value R828. No loss of life.

22. The British iron screw steamer MEDINA [of Glasgow, 524 tons register, official number 30634], from Sandoway to Bassein and Rangoon with a general cargo. At midnight of the 18th February the steamer, when rounding-to for the purpose of anchoring off Bassen town (Burma coast), fell slightly foul of the *Oung Ban*, which had after dark hauled out into the stream; the junk's cathead was broken, and the steamer bent some of her stanchions. Damage to *Medina*, about R20. Damage to *Oung Ban*, R20. No cargo lost. The *Oung Ban* was laden with a cargo of tobacco for Tavoy when the accident occurred. No loss of life. (The casualty was reported as having been caused by the steamer being under weigh after dark, and the junk *Oung Ban* having anchored in the wrong place at night.)

23. The British wooden barque KEDRON [of North Shields, 373 tons register, official number 56473], from Calcutta to Mauritius with a cargo of grain. On the morning of the 19th February, whilst in pilotage charge, the vessel in hauling across to Pir Serang, Hooghly river, wind N.N.W., all sails set, the chain took a run causing the ship to swing head to wind, giving her a stern board; she tailed the bank at the lower part of Jarmakers' reach. She got off at 10-40 A. M. on the flood making, after being aground for nearly three hours. No damage to hull or cargo. No loss of life. (The casualty was accidental.)

24. The British Indian battalla DARIA DOWLUT [of Surat, 37 tons register, official number 2588, age about 35 years], from Ponáni to Bombay with a cargo of teakwood logs, &c. At about 4-30 P.M. on the 23rd February, owing to strong North-West winds, she was blown on to Akee rock, about 3 miles south of Málvan, Bombay coast. Damage to battalla, value about R400. Cargo worth R37 was lost. No loss of life.

25. A British Indian boat (no name) of Hattyah, 17 tons register, no official number, age 20 years], from Backerganj to Chittagong with a cargo of rice. On the 24th February the boat was at anchor in the Hattyah river (Sunderbuns), when, owing to strong winds blowing at night, she sank at her anchor. She was subsequently recovered. Damage to boat, value about R80. Cargo all lost, value R440. No loss of life.

26. A British Indian boat (no name) [of (Nilokhi) Noakhali, 10 tons register, no official number], from Hattyah to Chittagong with a cargo of paddy. On the 24th February the boat was anchored near the southern shore of Hattyah (Sunderbuns), when at night she sank at her anchor. Caused by strong wind. Damage to boat, value about R20. Cargo worth R80 was damaged. No loss of life.

27. A British Indian boat (no name) [of Hattyah, 18 tons register, no official number, age 20 years], from Backerganj to Chittagong with a cargo of rice.

On the 24th February, when at anchor at the mouth of the Noa Alam khal, Hattyah (Sunderbuns), the boat, owing to strong wind, sprang a leak. Damage to boat ₹70. Cargo all lost, value ₹500. No loss of life.

28. The British wooden ship GOVERNOR WILMOT [of St. John's (New Brunswick), 1,610 tons register, official number 66855], from Bombay to Calcutta with a cargo of salt, and in stone ballast. On the 26th February, at 5-30 P. M., the vessel was proceeding up the river Hooghly in tow of steam tug *Hunsdon* and in charge of pilot, when turning to the flood about midway between Garden house point and the Nun buoy, she slightly touched on the flat running off the northern bank. No damage to vessel or cargo. No loss of life. (The casualty was accidental.)

29. The British iron screw steamer BANCOORA [of Glasgow, 1,244 tons register, official number 8428], from Calcutta to Bombay with a general cargo. At 5-30 P. M. of the 26th February, the vessel was proceeding down the Hooghly river, under pilotage charge, midway between the Upper Eastern and Lower Eastern Dredge buoys, the leadsman suddenly shoaled his soundings; the pilot immediately ordered the helm a-port, but before she could answer it, she stopped with her head fair down the Dredge channel and grounded. A tug had been despatched with cargo boats immediately the news reached Calcutta to assist in getting her off. At 5-30 P. M. on 27th the vessel floated with the aid of the River Surveying steamer *Clyde* before the tug *Hunsdon* sent from Calcutta had reached her. No damage to hull or cargo. No loss of life. (The accident was attributed to the sand having extended into the channel).

30. The British iron barque RAVENSTONDALE [of London, 1,175 tons register, official number 70636], from Chittagong to Dundee with a cargo of jute. At 9 A. M. on the 26th February the vessel was proceeding down the Kornafuli River (Chittagong coast), when between the Outer and Middle Bar buoys the wind failing she was unable to cross the bar and grounded, and the tide falling she did not get off. She subsequently got afloat after being aground for four days with the assistance of an anchor boat, and anchored in 4½ fathoms of water at night of the 1st March. Little or no damage to vessel. No cargo lost. No loss of life.

31. The Native muchwa SALAMATY [of Habsán (Janjira), 9 tons register, no official number], from Borlai to Bombay with a cargo of firewood. At 3 P.M. on the 26th February, when near Kundari island fort (Bombay coast), she was driven by wind and tide on a rock on the south side of the island and sank. Damage to muchwa ₹100; cargo worth ₹25 was lost. The crew were rescued by another vessel.

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32. The British wooden barque CORNWALLIS [of Plymouth, 394 tons register, official number 44386, age 20 years], from Mauritius to Chittagong. At 9-30 A.M. on the 4th March, in sailing up the Kornafuli river (Chittagong Coast), the pilot keeping ship too far south, went in at low water, and grounded south of the black buoy at Kumar khali. She let go the port anchor, and as the tide flowed she came off and swung to the flood. No damage to vessel. No loss of life.

33. The British iron screw steamer DUKE OF SUTHERLAND [of Barrow, 2,031 tons register, official number 68220], from Liverpool to Calcutta, with a general cargo. At 3 P.M. on the 9th March the steamer *Duke of Sutherland* was proceeding up the river Hooghly on a flood tide under pilotage charge, and when off Budge Budge mills she grazed the India General Steam Navigation Company's flat *Varoona,* which was lying at anchor off the creek, on the starboard bow, running along the side of the flat. The *Varoona* was an Inland vessel, and was so moored that she barely had swinging room, and neither did the *Duke of Sutherland* give any warning prior to the collision. The *Varoona* had her covering plate on the bow broken and the steering boom split. No damage to *Duke of Sutherland.* No loss of cargo. No loss of life. (The collision was caused by want of attention on the part of the pilot, who was severely reprimanded.)

34. The British iron screw steamer CANONBURY [of London, 1,019 tons register, official number 82830], from Rangoon to Marseilles, with a cargo of rice. The vessel was proceeding down Rangoon river on the morning of the 9th March under pilotage charge, and when passing Elephant point at full speed just abreast of the creek, the steamer, owing to very strong eddies off this place,

took a sheer to starboard, towards the point; the helm being hard to starboard, the steamer refused to answer the same; the engines were at once reversed to full speed astern and the starboard anchor let go, but before the way could be taken off the ship, she took the ground on the flats below the point, Eastern Grove lighthouse bearing E. by N. ½ N., Telegraph station W.N.W., and Elephant point Obelisk W. ½ S., true (Burma coast). At 1-45 P.M. the tide being quarter flood the steamer floated off, hove up the anchor, and steamed slowly ahead towards the bar. She was aground for 4½ hours. Sounded the water ballast tanks and bilges and found her to be perfectly free, making no water. No damage to hull or cargo. No loss of life. (No Court of Inquiry was held in this case, the Officiating Port Officer, Rangoon, having acquitted the pilot from all blame.)

35. The British iron screw steamer CELESTIAL [of Singapore, 641 tons register, official number 68493], from Rangoon to Singapore with a cargo of rice. On the 10th March at 11-20 A.M., the barque *Visurgis* was dropping down the Rangoon river in pilotage charge, and when near the *Gwynedd* the pilot called out to the latter vessel to hard-a-port, which she did, and the *Visurgis* steered hard-a-starboard and cleared the barque *Gwynedd*. The pilot then ordered to take chain and called out to the *Celestial*, which was lying moored off Godwin's wharf, to hard-a-starboard, but the water near *Celestial* was a whirlpool, and the chains of the latter vessel loose, the *Visurgis* swung across and fouled the steamer *Celestial*. The chains of the *Celestial* having been pulled up after the accident, both the vessels got clear of each other. Damage to *Celestial* R20,000. Trifling damage to *Visurgis*. The *Visurgis* had a cargo of rice in bags for Hamburg. No damage to cargo. No loss of life.

[A Marine Court of Inquiry was held at Rangoon in the Assistant Commissioner's Court on the 21st and 22nd March, under Rule 24 of the Rangoon Pilot rules, to investigate the circumstances relative to the above collision. The Court found that the collision was caused primarily by the strong eddy in the tide, and that it was further caused probably by the steamer *Celestial* sheering across the tideway. The second officer of the *Celestial* was in error in not seeing that he had the chain on the starboard side before slacking off. The result of slacking off, whilst the chain was to port, would be to make her sheer more than before to starboard. The collision might have been avoided by letting go the barque's (*Visurgis*) second anchor, and not doing so was an error of judgment on the part of the pilot. The Court was of opinion that it would be sufficient to censure and warn the assistant harbour master, and that as he was not a pilot, the rule under which the Court was convened, did not apply to him at all. The Court was further of opinion that no person who had not had a fair knowledge of English ought to be a harbour master, and that the assistant harbour master was deficient in that respect.]

36. The British iron screw steamer ENDYMION [of London, 1,494 tons register, official number 82843], from Port Said to Bassein (Burma) in ballast. At midnight of the 10th March the vessel grounded, when in 'Asab bay, latitude 12°58′N., longitude 42°53′E. (Red Sea); the paint was rubbed off several plates on both sides and one blade of her propeller was broken. Cause unknown. No damage to hull. No loss of life.

37. The British iron screw steamer DEUCALION [of Liverpool, 1,639 tons register, official number 65937], from Penang to London, with a general cargo. At 4 P.M. on the 14th March, when in latitude 12° 49′ N., longitude 52° 21′ E. (Gulf of Aden), the shaft was found broken in stern tube. Cause unknown. No damage to hull or cargo. No loss of life.

38. The British iron paddle steamer CONQUEROR [of Rangoon, 83 tons register, official number 47170, age 18 years], was employed as a tug on the Rangoon river. It appeared that on the afternoon of the 18th March, when off Danedaw, Rangoon river (Burma coast), the *Conqueror* was in the act of commencing to tow the ship *Heinrich* when the order was given to go ahead; the engine could not be started in time and the steamer fell athwart hawse of the *Heinrich*. Damage to *Conqueror* value R3,000. No loss of life. (The casualty could have been avoided by the machinery of the tug steamer *Conqueror* being better prepared for starting when ordered).

39. The German wooden ship HEINRICH [of Bremerhaven, 1,486 tons register, official number not reported], from Rangoon to Bremen with a cargo of rice. At 2-30 P.M. on the 18th of March the ship was lying at anchor in the

Rangoon river, off Danedaw (Burma coast), and the tug *Conqueror* was in the act of commencing to tow her; when ordered to go ahead the engines could not be started in time, and the tug steamer fell athwart of hawse of the ship *Heinrich,* sustaining loss of funnel, damaging her boats, bulwarks, &c., but doing very little injury to the *Heinrich*. No damage to cargo. No loss of life.

40. The British iron screw steamer CLAN RANALD [of Glasgow, 1,338 tons register, official number 80439], from Natal to Calcutta in ballast. She left Natal on the 8th March, and on the 19th of March, when off the Seychelles in latitude 3° 09′ S., longitude 53°36′ E. (Indian Ocean), her propeller broke off in smooth water during a dead calm night. Tipped the steamer by the head to ship spare propeller, but, when her shaft was out of water, found that outer brass on shaft had slipped in 15 inches; shaft being therefore useless, retrimmed steamer and made sail for Bombay, as being the nearest harbour where she could be docked. On the 28th May she was towed into Bombay by the steamer *Harvest* when 170 miles from the harbour for which port the master was making. She was repaired at Bombay, and the damage sustained amounted to R10,000. No loss of life.

41. The British Indian padow LAKHMIPARSÁD [of Surat, 9 tons register, official number 3247, age 19 years], from Surat to Tankári, with a cargo of paddy. On the 19th March the padow was at anchor off the mouth of the Dhadhar river (Gulf of Cambay), when at 1 A.M., owing to the force of the spring tide, she dragged her anchor and drifted on to a sand bank 6 miles to the west of the Tankári bandar. Damage to padow Rs. 150. Cargo all lost, value Rs. 600. No loss of life.

42. The British Indian hodi GOWRI [of Anjánvel, ¼ ton register, official number 2408], whilst being fastened to fishing nets near Babhati off the Anjanvel Custom house, Dabhol river (Bombay coast), at about 8 P.M. on the 21st March, the S. S. *Gogo,* belonging to Messrs. Shepherd &.Co., came into collision with her and caused some slight damage. No cargo on board the hodi. No loss of life. (The casualty was caused by want of a light on the fishing boat, the one exhibited being put out by the wind.)

43. A British Indian boat (no name) [of Noakhali, 7 tons register, no official number], from Noakhali to Siddee, with a cargo of materials for the construction of iron bridges. On the 24th March the boat was at anchor in the Fezee Donnah creek, near Siddee, Megna river (Sunderbuns) when owing to strong wind, she sprang a leak. Little or no damage to boat. No loss of cargo. No loss of life.

44. The British iron screw steamer PESHWA [of Liverpool, 1,666 tons register, official number 82350], from Calcutta to Jiddah with a cargo of grain. On the 26th March the pilot, whilst turning the S.S. *Peshwa* above the Lower College sand buoy, Garden reach, Hooghly river, the vessel's engines being put full speed ahead, she did not gather headway quick enough, and fouled the Lower College sand buoy with her starboard quarter. The engines were stopped before she fouled the buoy, and her head swinging down stream, dropped off clear. No damage to either vessel or buoy. No loss of life. (The casualty was accidental.)

45. The British Indian muchwa BAMBOT [of Bánkot, 3 tons register, official number 4577], from Bánkot to Kelshi with a cargo of grain. At 3 P.M. on the 26th March the tindal having missed the way, the muchwa grounded at the mouth of the Kelshi bandar (Bombay coast), and was afterwards tilted by the force of the high spring tide. Damage to muchwa R50; cargo all lost, value R117. No loss of life.

46. A British Indian boat (no name) [of Fenny (Chittagong), 16 tons register, no official number], from Shaibghatta to Calcutta with a cargo of rice and betel-nuts. On the 27th March the boat was passing through the Jalchira river, when a strong wind blowing she was drifted near Shuluk chur, Sunderbuns. Damage to boat, R200; cargo R200. No loss of life.

47. A British Indian boat (no name) [of Ishapore (Chittagong), 18 tons register, no official number], from Dowlut Khan (Dukhin Shabazpur) to Ishapore with a cargo of betelnuts. The boat was crossing the Megna river on the evening of the 29th of March when, owing to strong wind blowing, she sunk on the south side of Shushila chur, Megna river, Sunderbuns. No damage to boat. Cargo worth R700 was lost. No loss of life.

48. The British iron screw steamer SUMATRA [of London 1,406 tons register,

official number 56844], from Hong Kong to Bombay with a general cargo. On the 29th of March, when 25 miles S.W. of Great Basses lighthouse (Ceylon, South-East coast), her engines were disabled; the S.S. *Eglantine* whilst proceeding to Point de Galle ran down on her, when the *Sumatra* shewed signals "do not want assistance." No damage to vessel or cargo. No loss of life. (The cause of this casualty was not reported.)

49. The British iron screw steamer *Harter* [of London, 1,196 tons register, official number 79683], from Singapore to Falmouth with a cargo of rice. At 5-25 P. M. on the 30th of March, when in latitude 10° 50′ N., longitude 57° 0′ E. (Arabian Sea), the low pressure piston was found broken. Cause unknown. No damage to hull or cargo. No loss of life.

50. The British Indian padow HURRYPURSAD [of Bombay, 22 tons register, official number 3391, age 17 years], after loading at Arthur bandar (Bombay harbour), with 100 pressed bales of cotton, anchored off the same bandar for the night, when at 10 P. M. on the 31st March, a strong south-east breeze set in with heavy swell and swamped her. She afterwards drifted to close in shore off Apollo bandar where all the bales of cotton floated out of her and were picked up. The padow was subsequently recovered, but sustained no damage. No loss of life.

51. The British Indian mahangiri PADOORLEE [of Bombay, 25 tons register, official number 4128], laden with 350 bags of linseed, was lying alongside the S.S. *Suez* in Bombay harbour, when at 10 P.M., on the 31st March, a strong south-east breeze set in which caused the mahangiri to leave the steamer, and in making towards Boree bandar for shelter, she was swamped, losing all the cargo. She was raised the next day and taken on shore. No damage to mahangiri. Cargo, value unknown. No loss of life.

52. The British Indian mahangiri YESHWANTY [of Ratnagiri, 20 tons register, official number 8574, age 26 years], was employed carrying coals from S.S. *Swiftsure* to the shore. On the 31st of March, after leaving the steamer at her moorings, she sunk to the north-east of the Middle Ground shoal (Bombay harbour). No damage to mahangiri. Cargo all lost. She was subsequently recovered. No loss of life. (Cause of the mishap was attributed to her being overladen.)

53. The British wooden barque ROMANCE [of Windsor, Nova Scotia, 593 tons register, official number 66504], from Calcutta to Mauritius with a cargo of grain. The vessel left Calcutta on the 16th March, and when in the Indian Ocean she experienced a heavy cyclone with high sea in the early part of April; the foreyard sprung, some sails and running gear carried away, and the master was obliged to stave in bulwarks on both sides in order to allow the water to clear off the decks. Damage to barque value not reported; cargo, if any damaged, value not reported. No loss of life.

54. The British iron screw steamer ELDORADO [of Hull, 2,157 tons register, official number 68677], from Calcutta to London with a general cargo. On the 1st April the vessel was proceeding down the river Hooghly in pilotage charge, and when at the head of Hooghly bight the pilot ordered the helm to starboard, but as she did not answer it, the wheel was put hard-a-starboard; this having no effect, the engines were stopped and reversed full speed and the vessel forged in towards the southern bank; and just as she lost her way, her bow touched the bank above Teetulbaria creek so slightly as to be hardly perceptible. The steamer immediately gathered sternway and was backed out into the channel, and after connecting the gear she safely proceeded on her voyage. No damage to vessel or cargo. No loss of life. (The accident was caused by the steamer's steering gear having become disconnected.)

55. The British iron screw steamer CANONBURY [of London, 1,019 tons register, official number 82830], from Rangoon to Marseilles with a cargo of rice. It appeared that on the 3rd April the steamer left Suez, and was safely proceeding through the canal, when near 152 kilometres she took a sheer to starboard and would not answer her helm; the engines were set full speed astern, but was not able to stop her in time, and she consequently struck the canal bank, knocking a hole on the starboard bow. On the 4th, after the cargo was partly discharged by the Canal Company out of fore and main holds, a survey was held and ship ordered to discharge the cargo. On the 5th found fore and main holds full of water, and the cargo damaged, but the fore and

main 'tween decks cargo saved; collision bulkheads leaking badly; water had entered the engine-room and tunnel. Divers partly stopped the leak. On the 6th commenced to pump water out, when, after united and continued efforts of the men, she floated on the 10th after having remained aground for eight days. She had undergone temporary repairs at Ismailia. Damage to hull, value £1,930; cargo, value £657. No loss of life. (It was reported that the casualty could have been averted and the *Canonbury* would steer better if chains were led along midships.)

56. The British iron screw steamer ORIENT [of Glasgow, 3,439 tons register, official number 82254], from London to Australia with a general cargo. At 5 P. M. on the 7th April, when at Gare No. 64, Suez canal (Red Sea), the S. S. *Rydall Hall* fouled the *Orient* whilst endeavouring to pass her in the canal. The *Orient's* top teak rail, promenaal deck 30 feet, and four stanchions iron work, whole length of same bent and twisted; mail boat (teak) smashed and davits bent; 8 feet teak covering board promenaal deck broken; 50 feet top tide frames and plating, 3 feet deep and ⅝ths inch thick, bent and cracked in several places; estimated value of damage not reported. Damage to *Rydall Hall* not reported. No cargo lost. No loss of life. (The cause of the accident was not reported.)

57. The British Indian wooden barque MEERA HUSSEN [of Coringa, 562 tons register, official number not reported], from Chittagong to Point de Galle with a cargo of rice and paddy. The pilot took the vessel down to Jooldea on the 5th April, and anchored her abreast of the flagstaff. On the 7th, at 4 A.M., the pilot hove up at slack water and set sails, the wind being to the south-east, whilst she was near the Middle red Bar buoy which the pilot mistook for the Outer black buoy, and kept her off, when suddenly she grounded at the entrance to Kornafuli river (Chittagong coast). The vessel was aground for one ebb and floated off the next flood tide. Damage to barque R10,000; cargo, about R15,000. No loss of life.

[A Court of Inquiry was held at the Port Office, Chittagong, on the 17th April, to inquire into the conduct of the pilot for grounding the barque *Meera Hussen*. The Court found that the pilot acted wrongfully in disregarding Pilot rule V in attempting to take the vessel to sea before it was properly daylight. That the accident occurred through the vessel missing stays when the pilot attempted to put the vessel round. The evidence with regard to it being daylight or a clear moonlight night is somewhat conflicting. The master stated it was clear moonlight, but that the colour of the buoys could not be seen. The pilot affirmed that he could plainly distinguish the colour of the buoys through the binocular glasses. The other witnesses also stated that it was clear, and that objects were plainly discernible. The master further stated that the mishap occurred through the pilot mistaking the Middle red buoy for the Outer black buoy, and that the pilot never ordered the vessel to be put on the other tack. The pilot said he did give the order, and the men examined corroborated the pilot. The Court was of opinion that the pilot was wrong in getting under weigh when he did, as at 4-30 A. M. it could not be considered daylight; there was a good moon, but colours of buoys are very difficult to distinguish in the moonlight, also that the master importuned the pilot to take his vessel out; she had been eight days getting to sea owing to the strong south winds that blew during the day. The pilot did, on finding his water shoaling, attempt to put the vessel round, and the Court considered it impossible for him to have mistaken the Outer black buoy for the Middle red buoy, as one is a large wooden buoy with a tall spire and ball and the other a Can buoy with a triangular cage on top. The Court, considering that the vessel was only 15 feet draught, thought there was little risk in attempting to take her to sea; but this was no excuse for the pilot setting the Pilot rules aside. The Court, therefore, coincided that he should be reduced to half pay for two months, and be warned that any attempt in future to take a vessel out at night will be met with dismissal. This lenient sentence had been passed owing to the pilot's previous good conduct and service, and the Court trusted that it would be a lesson to him in future.]

58. The British composite barque COUNTESS OF KINTORE [of Aberdeen, 737 tons register, official number 53251], from Rangoon to The Channel with a cargo of rice, for orders. It appeared that, on the 8th April, whilst lying at

anchor in the Rangoon river (Burma coast) a fire broke out in the fore peak of the vessel, which was put out shortly solely by the exertions of her crew after a little difficulty, without assistance being rendered by the vessels in harbour or on shore. Of the cargo, about 200 tons of rice were damaged by water in extinguishing the fire, also some ship's stores. Damage to *Countess of Kintore,* value not reported. Value of cargo damaged, ₹11,600. No loss of life. (It was reported by the Port Officer that the master of the vessel being supplied with a blank form to fill in particulars, he neglected to do so. He was also asked to place the circumstances of the case, as he stated that he suspected one of the men of incendiarism; this advice he failed to comply with.)

59. The British iron screw steamer KHANDALLA [of Glasgow, 2,030 tons register, official number 71696], from Calcutta to Bombay, *viâ* coast ports with a general cargo. On the 8th April, whilst steaming down the narrowest part of Sankral reach, Hooghly river, under pilotage charge on the ebb tide, the *manjee* of an up-country boat deliberately pulled out from the north bank, crossing the channel, and the pilot put the steamer's helm hard-a-port with the intention of going under the boat's stern. She was then lying across the middle of the channel, and when the steamer was close to her the boatmen stopped pulling, leaving the boat athwart in the middle of the channel. The pilot then shifted the helm to hard-a-starboard and stopped the engines; but all to no purpose, for the *Khandalla* struck the boat amidships, and she sank. No damage to steamer or cargo. No loss of life. (Caused by carelessness of boat.)

60. The British iron screw steamer HARTVILLE [of West Hartlepool, 1,140 tons register, official number 81504], from Rangoon and Point de Galle, to Port Said with a cargo of rice for orders. At 2-15 A.M., on the 10th April, when South-East of Sokotra in latitude 11° 45′ N., longitude 54° 32′ E., (Arabian Sea), she broke the connecting rod of the high pressure cylinder; cause unknown. No damage to hull or cargo. No loss of life.

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61. The British wooden ship FIERY CROSS [of Glasgow, 1,398 tons register, official number 78647], from Liverpool to Calcutta, with a cargo of salt. On the 10th April whilst sailing up Garden reach, Hooghly river, under pilotage charge, the wind suddenly headed the vessel off, after which falling calm, she lost her steerage way, compelling the pilot to anchor at once; but in swinging to her anchor a small portion of her heel took the mud off Panchpara. She was aground for half an hour. No damage to hull or cargo. No loss of life. (The casualty was accidental).

62. The British Indian padow FUTTAY RAHIMAN [of Bombay, 20 tons register, official number 3250, age 17 years], from Mándvi bandar (Bombay harbour) to Colaba in ballast. At 3 A.M. on the 10th April the padow fouled the steam launch *Flirt* when at her moorings off Apollo bandar, carrying away the awning stanchions of the steam launch and breaking the mast head light. The damage to the *Flirt* was repaired by the owner of the padow. No damage to *Futtay Rahiman.* No loss of life. (The cause of the collision was not known).

63. The British iron screw steamer PACHUMBA [of Glasgow, 544 tons register, official number 73804], from Bombay to Kurrachee and ports on the Arabian coast. At 7-30 P.M., on the 11th April, the steamer, whilst leaving Bombay harbour under pilotage charge, came into collision with the pattimar *Rooparell* near the Inner lightship *Colaba,* slightly tearing the sail of the pattimar. The steamer received no damage. No cargo lost. No loss of life. (The cause of the accident was that the pattimar instead of keeping her luff she kept away.)

64. The British iron screw steamer PRIOR [of London, 1,072 tons register, official number 70684], from Cardiff to Bombay, with a cargo of coals. At 7-30 A.M., on the 14th April, when in latitude 14° 46′ N., longitude 54° 13′ E. (Arabian Sea), the vessel met with a serious casualty by the junior engineer not attending to his duty, causing three furnace crows of port boiler to collapse seriously. Damage to engines, value ₹6,910. No damage to hull

or cargo. No loss of life. The *Prior* left Bombay on the 13th May for Dunkirk after undergoing repairs.

65. The British iron screw steamer CYPRUS [of Sunderland, 1,239 tons register, official number 68992], from West Hartlepool to Bombay, with a general cargo. On the evening of the 14th April, the harbour master in taking the steamer into Prince's dock (Bombay harbour), her stern touched the centre pier, splitting a piece out of the coping stone, about 3 inches deep. The steamer sustained no damage. No cargo lost. No loss of life. (The cause of the accident was that, when the order was given to go astern the engines would not work.)

66. The British iron barque NIGHT HAWK [ex *S. Wm. McCormack*, of Calcutta, 651 tons register, official number 2362], from Calcutta to Havre, with a cargo of jute. The vessel experienced heavy gales in April whilst in the Indian Ocean and put into Mauritius with foremast settled down. After the necessary repairs the barque re-shipped her cargo and sailed for Havre on the 29th April. Value of damage to barque ₹800. No damage to cargo. No loss of life.

67. The British wooden ship TINTERN ABBEY [of London, 1,373 tons register, official number 69628], from New York to Calcutta, with a cargo of petroleum oil. The vessel experienced very heavy weather on the voyage, during which her rudder got damaged, on the 16th April, when in latitude 14° 49′ S., longitude 81° 0′ E. (Indian Ocean), and she sprung a leak, supposed to have been in the stern post. She was making 2½ inches of water an hour, and on arrival at Calcutta on the 10th May, she was docked for examination and repairs. Damage to *Tintern Abbey*, value ₹13,611. No cargo lost. No loss of life.

68. The British iron screw steamer ALBULA [of South Shields, 1,220 tons register, official number 69871], from Bombay to Port Said, with a cargo of linseed. She was moored on the 11th April to the east of Flagstaff shoal (Bombay harbour) with 45 fathoms of cable each way. On the 17th April, when swinging to the flood tide with her stern to the westward, her heel touched the mud off Flagstaff shoal, and was immediately removed to a clear berth. The *Albula* sustained no damage, and proceeded to sea three days after. No loss of life. (The cause of the accident was not reported.)

69. The British Indian battalla RUPARELL [of Bombay, 32 tons register, official number 1567, age unknown], from Kalyán to Degam (Gujarát), with a cargo of nagli and grain. On the 18th April, by the force of the flood tide, she was driven on a rock near Wowale, Thána (Bombay coast), during the darkness of the night, and consequently sprung a leak. Damage to battalla ₹20. Cargo worth ₹187 was damaged. No loss of life.

70. The British Indian muchwa DHULAP [of Basseen (Konkan district), 8 tons register, official number 2124, age unknown], from Trombay to Thána, with a cargo of salt, capsized by the force of the wind on the afternoon of the 18th April in Bombay harbour. Damage to muchwa ₹30. Cargo all lost; value ₹600. She was subsequently recovered. No loss of life.

71. The British iron screw steamer SOCOTRA [of Glasgow, 1,747 tons register, official number 65,714], from Calcutta to Madras, Badagara and Cannanore, with a cargo of rice. On the 19th April, the vessel in pilotage charge was turning to proceed down the Hooghly river, from the northern bank to the southern one, immediately below Garden house point. She had been going ahead slow, then went astern full speed to keep her stern in the slack, then went ahead full speed, and had been going ahead a minute if not two, full speed, but she did not seem to gather headway and her heel took the flat at Garden reach. The vessel did not stop, but continued coming round. No damage to hull or cargo. No loss of life. (The casualty was accidental.)

72. The British wooden brigantine A. L. PALMER [of Liverpool, 481 tons register, official number 72248], from Chittagong to Mauritius, with a cargo of rice. On the 19th April the vessel encountered a heavy gale in latitude 8°35′S., longitude 87° 0′ E. (Indian Ocean), during which she made more water than usual, and this gradually increased until the 21st in latitude 10°13′S., longitude 89° 0′ E., when it was found necessary to have recourse to both pumps, which was kept constantly going to render the vessel free until her arrival at Mauritius on the 10th May. Damage to vessel not reported. A considerable portion of the cargo was damaged, value not reported. No loss of life.

73. The Italian wooden barque PAPA DE ROSSI [of Genoa, 536 tons register, no official number, age 12 years], from Akyab to Cannanore, with a cargo of grain, &c. The vessel proceeded on her voyage safely until the 22nd April, when near the west coast of Ceylon, about one or two miles off, she encountered a gale, and having sprung a leak she put into Colombo for safety of the cargo, ship, and the lives of the crew. A survey was held by the Master Attendant, Colombo, along with the master of the Italian barque *Duca Galeria;* they reported that they found the ship making two inches of water per hour, which was not a very heavy leak if it kept to that, or did not exceed it, but were informed that when at sea with even a moderate high sea on the leak increases to such an extent as to require the pumps being kept constantly at work; under these circumstances, and taking into consideration that the South-West monsoon had set in, which will render the passage from Colombo to Cannanore a long and in all probability a boisterous one, they accordingly ordered that the cargo be landed at Colombo. The master subsequently arranged with the consignees at Cannanore to take delivery of the cargo from Colombo. Damage to ship estimated at £10, and to the cargo unknown. No loss of life.

74. The British Indian muchwa GANGÁSÁGAR [of Thána, 9 tons register, official number 3718, age 18 years], from Trombay to Thána, with a cargo of salt. The wooden blocks which had been placed under the muchwa's sides having shifted she fell over at 6 A.M., on the 23rd April, off the Thána bandar (Bombay harbour), as there was not sufficient water to float her. No damage to muchwa. Cargo worth R150 was lost. No loss of life.

75. The British Burman wooden barque CURREEM BUX [of Rangoon, 345 tons register, official number 69549, age 36 years], from Cocanada to Maulmain, with a cargo of sundries. It appeared she left Cocanada on the 10th April, and nothing of importance occurred until the 23rd April, when it began to blow hard and the master observed signs of bad weather. On the following day when about 100 miles to the N. W. of Cape Negrais in latitude 17° 02′N., longitude 93° 09′E. (Bay of Bengal), it increased to a heavy gale with heavy sea on; at 2 P.M., the foretopgallant mast was carried away with the foretopgallant and royal yards, sails and rigging. Shortly after the mizentopmast, gaff and boom and two boats were also carried away; the long boat got adrift from the lashings, but was secured, and the sea washing over both sides, lost the middle compass. The vessel laying over on the starboard side, consequently the crew cut away the mainmast, and righted the vessel, the barque making no water. The next day the gale moderated. On the 29th April, when about 60 miles N. W. of Alguadá, she sighted the Indian Government steamer *Enterprize*, and was boarded by one of the officers, who, finding her short of water, stopped and supplied a boatload and offered assistance, seeing her dismasted, but the master of the *Curreem Bux* did not seem at all anxious to be towed, and decided to proceed under sail. Damage to barque, value about R2,000. No cargo lost. No loss of life.

76. The Italian wooden barque BERNA [of Genoa, 975 tons register, official number not reported, age 5 years], from Cape Town to Bassein (Burma). On the 24th April, the pilot, whilst mooring the *Berna* at Messrs. Strang, Steel and Co.'s wharf, handled the vessel so badly that he brought her with the starboard on the prow of the *National,* and thus caused a collision. Damage to *Berna* R1,500. No loss of life.

[A Court of Inquiry was held at Bassein in the Deputy Commissioner's Court on the 15th May, under Rule XXIII of the Bassein Pilot rules, for the trial of the licensed pilot, who was charged with handling the Italian barque *Berna* in so unskilful and unseamanlike a manner as to bring her into collision with the French barque *National.* The Prosecutor stated that both vessels having proceeded to sea, he had no witnesses to produce; that the master of the *Berna* had made private arrangements with the master of the *National* to make good the defects caused by the collision; and that the only evidence in the case were the reports of the masters of each of the vessels respectively, and the pilot of the *Berna.* The Court was of opinion that the accident was due to the pilot moving the ship with only a 2½ inch rope, which, according to his own statement, he thought was of insufficient strength, that is, the master of the ship was unable to supply him with a 4½ inch rope of sufficient length. That being the description of rope he thought necessary, he should have refrained

from moving the ship, and reported the matter to the Port Officer for orders. That the pilot's order to let go the starboard anchor was, under the circumstances, a correct and proper order, and if effect could have been given to it this accident would have been averted; but the chain having fouled, prevented this. The Court, therefore, considered that the pilot was only guilty of an error of judgment in using a rope of insufficient strength. The Court having duly weighed all that had been brought before it, was of opinion that the pilot was guilty of handling the Italian barque *Berna* in an unseamanlike manner by mooring her with insufficient appliances, thus being unable to avert collision with the French barque *National*. The Court recommended that the pilot be suspended for two calendar months from the 24th April, the date of the collision.]

The Chief Commissioner of British Burma confirmed the recommendation of the Court.

77. The French iron barque NATIONAL [of Havre, 752 tons register, official number 2948, age 14 years], was lying in port Bassein (Burma coast). At 10-30 A.M., on the 24th April, the pilot, in endeavouring to drop the Italian barque *Berna* up the Bassein river on the ebb tide, to a wharf with both anchors weighed, and a line insufficiently strong for the work made fast on shore to keep the vessel clear of shipping in the stream, the line parted, and on the pilot ordering the starboard anchor, which was a trip, to be let go, the port anchor, which was hove up to the hawsepipe, was instead let go, and fouling the starboard anchor, whose chain became jammed in board in the locker, the *Berna* did not bring up, but drifted athwart the *National*. Damage to *National* ₹1,000. No loss of life.

78. The British Indian battalla DHUMSÁGAR [of Surat, 45 tons register, official number 890, age 37 years], from Bombay to Bhávnagar, with a cargo of rice, bajri, &c. At midnight of the 25th April she met with a storm when at the Ghiwali creek, Tárápur (Bombay coast), and in consequence of the strain her planking at the bottom got loose, and the water rushed in, and the tindal, in order to lighten and save her, jettisoned 96 bags of the cargo. Damage to battalla ₹20. Cargo worth ₹496 was lost. No loss of life.

79. The British Indian muchwa LAXMEE [of Rái (Sálsette), 19 tons register, official number 1809, age 16 years], from Trombay to Thána, with a cargo of salt. On the 27th April, when in Bombay harbour, the tindal had placed a wooden block under the muchwa's port side and on her starboard he imbedded a bamboo in the mud in an upright position; as the tide receded at 1 A.M., she bumped on the block under her and injured her bottom severely, thus causing the water to rush in and dissolve the salt. Damage to muchwa ₹150. Cargo worth ₹194 was lost. No loss of life.

80. The British Indian mahangiri NAWIGODAIKARIM [of Bombay, 17 tons register, official number 4036, age unknown], from Trombay to Thána with a cargo of salt. At 8 P.M., on the 28th April, the mahangiri struck on the anchor of another vessel as she herself was about to anchor in Thána bandar (Bombay harbour), and consequently sprung a leak. Slight damage to mahangiri. Of the cargo ₹538 worth was lost. No loss of life.

81. The British Indian wooden schooner BETHLEMNUGGER [of Cochin, 53 tons register, no official number, age 6 years], from Colombo to Kulasekharapatnam (Tinnevelly) with a cargo of salt, fish and sundries. On the 27th April the S. S. *Maharaja* left Point de Galle and proceeded full speed under easy steam and sighted Colombo light at 12-45 A.M. on the 28th, after which she had gone full speed up to 2 A.M., when the engines were eased slow ahead, intending to anchor in about 20 minutes. At 2-15 A.M., the chief officer stationed at the forecastle reported a small vessel ahead; the engines were then stopped and ordered hard-a-starboard. During the whole of this time the master of the *Maharaja* could see nothing but a sailing ship, about 2 miles from the port of Colombo (Ceylon coast), on the starboard beam, probably riding at anchor with an anchor light. The second officer stated that the schooner *Bethlemnugger* had all sails set with steerage way on her, going about 3 knots. The steamer's engines were then ordered to be turned full speed astern, and directly afterwards the *Maharaja* struck the *Bethlemnugger* a little abaft midships on her starboard side. It appeared that the schooner had no lights up, and owing to the colour (she was painted a cream colour), the master could not even see her,

after the steamer fouled her, for some seconds; nor did he hear any one hail the vessel until after the *Maharaja* struck her. The wind was light about a 4½ knot breeze, easterly, and the steamer was heading N. N. E. ½E. at the time of the collision. The lighthouse bore S. E. ½ S., and the breakwater light East, magnetic. After the accident had occurred the *Maharaja* stopped and took up all the passengers from the schooner and brought them to Colombo. The *Bethlemnugger* anchored and remained so until the morning of the 29th, when a steam tug towed her into port. Damage to schooner estimated at about R500. The *Maharaja* sustained no damage. No cargo lost. No loss of life.

(The Superintendent of Wrecks, Colombo, in reporting this case, remarked that "the collision was entirely owing to the absence of lights in the schooner; the tindal was solely to blame for this collision. No Court of Inquiry was held in the matter.)

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82. The British wooden barque BRYN IVOR [of Newport (Monmouth), 382 tons register, official number 53347], from Cape Town to Chittagong, with 180 tons mud ballast. On the 1st May, at about 4 A.M., wind light and baffling from S.E. to S., the vessel hardly under steerage way, heading N. E. by E., when she lightly took the ground at dead low water on Dolphin shoal, Kutubdea banks, about 1½ miles N. N. E. of the buoy, Chittagong coast. Hove everything aback, and began getting a boat out to warp her off, but by that time the tide having risen, she came off herself. No damage to vessel. No loss of life.

83. The British iron screw steamer SICILY [of Liverpool, 1,078 tons register, official number 76395], from Bombay to Antwerp, with a cargo of wheat. On the 2nd May, at 9-30 A.M., the steamer in proceeding down Bombay harbour, from the Prince's dock, under pilotage charge, the wheel chains carried away, causing it to foul a boat laden with cotton N. E. of Middle Ground, doing slight damage to the boat in tearing her sail, and carrying away the upper part of her yard. No damage to steamer or cargo. No loss of life. (The casualty was unavoidable.)

84. The British iron ship BLAIR ATHOLE [of Glasgow, 1,697 tons register, official number 71654], from Liverpool to Calcutta, with a cargo of salt. The vessel, it appeared, after being anchored abreast of No. 2 Esplanade moorings, at about 5 P.M., on the 4th May, by the assistant harbour master, with 25 fathoms of cable port anchor down, was struck by a heavy squall from the S.W., taking her at the port quarter and swinging nearly at head. The harbour master, on seeing that the *Blair Athole* was forging ahead, let go the second anchor, and notwithstanding still the heavy wind forging the vessel ahead and the ebb tide at the same side on her starboard bow, she fouled the port quarter of tug steamer *Court Hey,* which vessel was lying at anchor at No. 7 buoy. The *Blair Athole,* after the squall, was got clear, was re-moored for the night, and subsequently placed in No. 2 Esplanade moorings at daylight of the 5th. Damage to *Blair Athole* not reported. The *Court Hey* sustained damage, estimated value, about R400. No cargo lost. No loss of life. (The casualty was unavoidable).

85. The British iron screw steamer MINERVA [of Hartlepool, 1,025 tons register, official number 67556], from Point de Galle to London, with a general cargo. On the 5th May, whilst the vessel was getting under weigh at Point de Galle harbour, in order to proceed to sea, was fouled by the S. S. *Palm.* At the moment of starting the second officer of the S. S. *Palm* slipped the stern moorings without the orders of the master or the pilot, the *Minerva* was lying at anchor to the leeward of the *Palm.* As there was no swinging room for the latter to go clear off the *Minerva*, and as the engines could not be moved at once, she just grazed the *Minerva.* The steamer was surveyed on the 9th May, and on examination it was found that the *Minerva* was struck about the foremast gangway on the starboard side; the gangway doors or ports about the foremast on the starboard side bent and strained, after stanchion frame of gangway bent, sheer plate started and opened some six feet, and the cement in waterways started; estimated value of damage not reported. No damage to *Palm.* Cargo, if any damaged, value not reported. No loss of life.

86. The British iron screw steamer CARISBROOKE [of Singapore, 960 tons register, official number 65463, age 9 years], from Penang to Rangoon, in ballast. At 12-30 A.M., on the 6th May, the S. S. *Carisbrooke* was at anchor at the Pilots' cruizing station, entrance to Rangoon river, Gulf of Martaban (Burma coast) with her anchor light up, and the *Melanope*, which was proceeding under sail, in endeavouring to cross the bow of the *Carisbrooke* fell athwart hawse, damaging herself materially, whilst the damage to the *Carisbrooke* was slight, having had two plates on her port bow dented and cracked. No loss of life.

87. The British iron ship MELANOPE [of Liverpool, 1,608 tons register, official number 74550], from Madras to Rangoon, in ballast. It appeared that the master of the S. S. *Carisbrooke* on coming from the southward, brought his steamer to an anchor in 6 fathoms of water at 11-40 P.M., on the night of the 5th May, about six or seven miles W. by N. from the China Ba-keer light-house and one mile N. N. E. from the Pilot brig at anchor at the mouth of the Rangoon river, Gulf of Martaban (Burma coast), with intention of proceeding next morning to Rangoon in charge of a pilot. On the anchor being dropped the side lights and the masthead lights were taken in and a riding light, which had been described as a beautiful light, was hoisted to a height of some 20 to 25 feet. The master seeing that all was right turned in, and about 12-30 A.M., on the 6th, was roused by his chief officer, who reported that a large vessel was approaching close to them. He immediately went on deck and observed a large vessel on his port bow steering as if to cross the steamer's bows with very little canvas on. Orders were immediately given to lift the compressor in order to pay out chain, and the engines were shortly after started astern full speed until 90 fathoms were paid out, but it was too late to avoid a collision, which took place before the engines could be started. The ship (*Melanope*) still stood on, being drifted down on to the steamer broadside-on and struck the *Carisbrooke* with great force, her broadside amidships on starboard side coming right across the *Carisbrooke's* stern, resulting in very serious damage to the *Melanope*, which was cut down from sail to water's edge. The *Melanope* had four upper plates cracked and crushed, one frame broken, one frame bent, one beam bent, and bulwarks and stanchions carried away; estimated value of damage about £600. She was subsequently surveyed and repaired at Rangoon. In the opinion of the captain of the *Carisbrooke* the nature of the damage was such that she (the *Melanope*) would have probably listed over and foundered had she not got clear of the steamer. The sea was smooth at the time and the night was bright moonlight, so that everything was in favour of the *Melanope*. No loss of life.

[A Court of Inquiry was held at Rangoon, in the Deputy Commissioner's Court, from the 9th to the 15th May, under the provisions of section 6 of The Indian Merchant Shipping Act, 1875, to investigate the circumstances attending the casualty. The master of the *Melanope* was charged on the following grounds:—(1) that the said master took the *Carisbrooke* to be under weigh, whereas she was at anchor; (2) that he recklessly crossed the bows of the S. S. *Carisbrooke;* (3) that he did not make sufficient allowance for the strength of the tide. The Court considered that everything that ought to have been done to prevent any such mishap as unfortunately occurred was done by the commander and officers of the *Carisbrooke*, and no blame could be attached to them. It had been clearly shown that the night was a bright moonlight, and that there was ample room for the *Melanope* to have taken up her position without passing dangerously near the *Carisbrooke* by rounding-to on the port helm instead of the starboard. The riding light appeared to have been at a proper elevation, and according to the evidence showed a clear bright light, which could be well seen, there being nothing to obstruct it in any way. The evidence of Mr. Pennystone, the pilot, was important, as he had given it in a straightforward way; and having had considerable experience, his testimony was of some weight. He said it was a dangerous thing, considering the strength of the tide, to have run the risk of crossing the steamer's bows; and further, that "any maritime man would know that the strongest tide would be on the second day of the moon (on the 6th), the moon coming in perigee on the 13th." It was clear then that the whole responsibility of the collision was on the shoulders of the master of the *Melanope*. He, to his credit, did not attempt to excuse himself for the error of judgment which he had certainly

committed in misjudging the strength of the tide, which was shown to have been running at from 3 to 4½ knots and more at the time of the collision, and threw himself on the mercy of the Court. Although the night was bright moonlight, still it was generally admitted that moonlight was deceptive in calculating distances at sea, and there was no doubt that the master misjudged the strength of the tide and the distance between his ship and the steamer, when he attempted to cross her bows. The Court had recorded evidence of the master's character generally, and as a seaman the Court had only to say that no one could bear a better character in regard to soberness and ability as a navigator than does the master, who received a master's certificate in 1854, and had been 17 years in the employ of the owners of the *Melanope* and in the enjoyment of their highest confidence. The Court arrived at the conclusion that the collision occurred not through any recklessness, but by an error of judgment on the part of the master in—(1) taking the steamer *Carisbrooke* to be under weigh at first; (2) in misjudging the strength of the tide; and that taking into consideration the following facts—(1) the high character as to general conduct and ability as a navigator borne by the master; (2) his length of approved service; (3) the little or no damage done to the *Carisbrooke;* (4) the heavy misfortune which had befallen him in the serious damage done to his own ship, a sufficient punishment in itself. The Court did not consider that there was any necessity to cancel or suspend the master's certificate, and were of opinion that the present enquiry will act as a sufficient warning in the future.]

The Chief Commissioner of British Burma observed that, from the evidence adduced as well as from the admissions of the master of the *Melanope* as also from the finding of the Court, it was apparent that against the master, there was proved either incompetency or misconduct—in that he performed a dangerous manœuvre by crossing the bows of the S. S. *Carisbrooke;* in that he, without cause, mistook a steamer at anchor for a steamer under weigh; and in that he grossly miscalculated the force of the tide outside a harbour which he had previously visited many times. The consequence of his misconduct or incompetency was that the master, on a clear moonlight night, with abundant sea room, and with every circumstance in his favour, so mismanaged the ship under his command that he brought her against the bows of another vessel lying at anchor, got her cut down to the water's edge, and very nearly caused her complete destruction. The Court, making allowance for the master of the *Melanope's* past good character, for the little damage done to the *Carisbrooke,* and for the loss due to the serious injury suffered by the *Melanope,* had inflicted no punishment upon the master. The Chief Commissioner of British Burma did not approve of such a conclusion to the case.

88 & 90. The British iron ship STAR OF RUSSIA [of Belfast, 1,892 tons register, official number 65958], from Melbourne to Calcutta in stone ballast. On the 6th May she was proceeding up the Hooghly river under pilotage charge and in tow of tug *Sind.* At 4-45 P.M., wind at north-north-west, she cast off the tug, intending to turn off the gardens from the southern to the weather bank, but unfortunately the wind veered, bringing the vessel before the wind; the pilot then turned to the southern bank, and in doing so the starboard chain ran, and parted at about 30 fathoms, and before the *Star of Russia* could be brought up by the starboard anchor she was close to the bank and took the ground just above Camberbatch's point. At about 5-50 P.M., the tug *Enterprize* came up, passed hawsers to the *Star of Russia* from her stern in order to slew the vessel to the ebb, but the tide having made down strong, setting the ship's stern towards the bank, the hawser parted but she got off. At 1-30 A. M., on the 7th, she again took the ground but came off after an hour and a half and was placed in anchorage by the *Enterprize.* The *Star of Russia* lost an anchor and chain; the hull was examined by divers and reported to have sustained no damage. No loss of life. (The casualty was accidental.)

89. The British Indian hodi GANPATI [of Anjanvel, ¼ ton register, official number 4036, age about 14 years] was fastened to fishing nets off the Anjanvel Custom house, Dabhol river (Bombay coast), when at about 9 P. M. of the 6th May, she was run down by the S. S. *Gogo.* The hodi was afterwards recovered and sustained only slight damage. No loss of life. (It

was reported that there was no one on the hodi at the time, and the casualty was caused by want of an anchor light on the part of the hodi.)

91. The British iron screw steamer VINDOBALA [of London, 1,134 tons register, official number 81612], from Shields to Bombay with a cargo of coals. On the 9th May the steamer, whilst proceeding down the Gulf of Suez, grounded on Rás Issaram reef in latitude 28° 42′ N., longitude 32° 46′ E., (Red Sea), but shortly after got off. The steamer, on arriving at Bombay harbour on the 23rd May, was docked in the British India Steam Navigation Company's dry dock for the purpose of ascertaining the extent, if any, of damage she had sustained. The Surveyors to the port reported that on the 9th June they examined the hull thoroughly, both sides and bottom, and found that the plates at bottom and sides were as good as when they were first put in, with the exception that strakes Nos. 2 and 3 from garboard strake and the paint were slightly scratched in places, but there was no indication of bulge or indentation whatever; the rudder was found intact, the propeller, which was of solid cast iron, had about 1·3 inches broken off each blade, which was the only defect as far as could be ascertained. The boilers and engines were not examined, as the ship left the dock at 3 P.M. the same day, when the Surveyors instructed the captain and chief engineer to have the engines and boilers opened and examined, and to forward the defective list to the captain. The defective propeller was removed and a new one, which was on board, was shipped in lieu. No damage to hull. No cargo lost. No loss of life. (The cause of this casualty was not reported.)

92. The British iron screw steamer TOWER HILL [of Liverpool, 2,616 tons register, official number not reported], from London to Calcutta in ballast. On the 10th May the vessel was proceeding up the river Hooghly in pilotage charge, and when passing Sankral bazar she took a sheer to starboard, and grounded; the helm was put hard-a-starboard, port engine stopped and backed, and then both engines backed astern full speed; but the vessel stopped, though in her own draught. She remained quite upright with hardly any tide till 3 P.M., having grounded about 12-30 P.M. No damage to vessel. No loss of life. (The casualty was accidental.)

93. The British Indian muchwa GANESH [of Ratnagiri, 6 tons register, official number 9681, age 20 years], from Nágothna to Bombay with a cargo of firewood. It appeared that the muchwa was anchored in the Nágothna creek on the 10th May, when at 5 A.M., owing to heavy seas she struck on a rock and leaked at the bottom. Damage to muchwa, value R50. The cargo was removed to the side of the creek without any damage. No loss of life.

94. The British iron screw steamer RAMLEH [of Liverpool, 1,511 tons register, official number 84102], from Newport to Bombay with a cargo of coals. On the 14th May, the steamer, whilst entering Bombay harbour, was going full speed astern, but through strong north-west wind and the heavy swell she did not answer her helm, when about 2 miles South-West of the Outer lightship, and fouled No. 3 Pilot schooner, causing a slight bruise to the covering board of the schooner. She was afterwards repaired. No damage to steamer or cargo. No loss of life.

95. The British iron screw steamer KNIGHT OF ST. PATRICK [of Liverpool, 1,499 tons register, official number 84106], from Calcutta to Bombay with a general cargo. The vessel's course after leaving Cochin was N. ¾ W., and the wind was North-North-West to North-West. All the steamer's lights were lighted and in their places; a proper look-out was kept, and she was proceeding up the coast at the rate of 9½ knots an hour. On the night of the 14th of May, at about 10 minutes to 8 o'clock, whilst off Dabhol (Bombay coast), a report was made to the first officer, who directly after seeing the light on the port bow very nearly a quarter of a mile off, ordered the helm a-port. The master examined the light with his glasses, and observed the pattimar standing to the westward, on the starboard tack, and on the steamer's port bow; the light was obscured for a minute or more, so that when it became visible again, she was close on the steamer's bows; the starboard side of the bow was then presented to the steamer; the master stopped and reversed the engines; this order was immediately carried out, but the steamer *Knight of St. Patrick* ran right into the *Abdool Rahamanee*, causing her to disappear.

The master of the steamer immediately ordered the boats to be lowered and all lives on board the pattimar were saved. No damage to the steamer. No cargo lost. No loss of life.

[A Court of Inquiry was held at Bombay in the Chief Presidency Magistrate's Court, on the 23rd and 25th May and 1st June, under section 4, chapter 2 of Act IV of 1875, to investigate the circumstances connected with the above collision. The Court was of opinion that the evidence given by the tindal and crew of the pattimar *Abdool Rahamanee* was of a conflicting and unsatisfactory nature. The tindal stated that he was steering towards the south, and that when he saw a steamer's white light about 500 fathoms off, he put the tiller to starboard and afterwards saw a green light. He stated that the pattimar had a white light, a cubit below the top of the foremast above the yard, and that on seeing the steamer's light another light was hoisted up by his crew. The tindal stated that he did not alter the sail at all; that he continued on the starboard tack from the time he sighted the steamer up to the time when both vessels came into collision, and that he never went more round at all. It appeared to the Court, however, that the pattimar was managed in the apathetic and perfunctory manner in which Native crafts are generally worked; and there was little doubt that the crew did not see the lights of the steamer until she was pretty close, when the tindal hurriedly had his own lights hoisted, but not in time for those on the look-out on board the steamer to see exactly how the pattimar was standing. In the confusion which must have ensued, the pattimar was run directly into the danger which resulted in her loss. After a careful consideration of the evidence the Court was of opinion that the first officer of the steamship *Knight of St. Patrick*, who was on watch at the time of the accident, committed an error of judgment, in so far that, on sighting the pattimar and having misgivings as to whether he could clear her on the course he was steering, he did not at once put his helm hard-to-port and comply, as far as it was practicable, with the rules laid down by the British Board of Trade for steering and sailing. He should have recollected that he had the command of the road, and that as his vessel was going at the rate of 9 to 9½ knots per hour, whilst the pattimar was making about 3 knots per hour, the two vessels thus approaching each other at the rate of 12 to 13 knots an hour, half measures would be of no avail, and that prompt and energetic action was necessary, which appeared to have been resorted to only when the master came on deck. The evidence of the tindal and crew regarding the use of lights on board the pattimar was most unsatisfactory. The instructions of Government for Native crafts carrying lights appeared to have been quite ignored in this instance. The tindal admitted that he had the proper lights on board, but does not appear to have troubled himself about the printed instructions which are issued to Native crafts when registered. Had he taken the trouble to obtain and study those instructions, and had the pattimar's lights been set as ordered, the look-out on board the steamer would have seen exactly how the pattimar was standing, and could have acted with certainty. Article 24 of the Regulations issued by Government very plainly defined the responsibility of owners, masters, and crew of Native crafts in respect of any neglect to carry the proper lights and signals. The Court warned the tindal and crew of the pattimar of the penalties which they were liable to incur by ignoring at any future time regulations issued in the interests specially of Native crafts for their better and safer navigation in these seas.]

The finding of the Court was confirmed by the Governor of Bombay.

96. The British Indian muchwa SAKRI [of Málvan, North Konkan, 6 tons register, official number 1962, age about 33 years], from Nivti to Bombay with a cargo of cocoanuts and rice. At. 3 P.M., on the 15th of May, when about 9 miles off Mitbow near Málvan (Bombay coast), the muchwa met with a strong head wind and boisterous sea, and after having shipped water, capsized. She was afterwards recovered, having being damaged to the value of about R250. Cargo all lost, value R344. No loss of life.

97. The British wooden ship ALEXANDER YEATS [of St. John's, New Brunswick, 1,588 tons register, official number 72266], from London to Bombay with a general cargo. On the 15th May at 8 A.M., the steamer, whilst proceeding up Bombay harbour, grazed the mud in passing through the Prince's dock

channel, but sustained no damage. No loss of cargo. No loss of life. (The cause of this accident was not reported.)

98. The British Indian schooner IDROOS [of Chittagong, 98 tons register, official number 12], from Narainganj to Chittagong with a cargo of salt and cotton. At 3-30 P.M., on the 16th May, the *Idroos* was at single anchor in the Kornafuli river (Chittagong coast), on the South-East side of the Moish khali Upper Spit buoy, distant 60 fathoms, and sheering about with the eddies, with no one on board to put the helm over when fouling was impending; she came into collision with the barque *Bryn Ivor*. Damage to *Idroos*, value about ₹350. No cargo lost. No loss of life.

99. The British wooden barque BRYN IVOR [of Newport, Monmouth, 382 tons register, official number 53347], from Chittagong to Barbadoes, West Indies, with a cargo of rice. At 3-30 P.M., on the 16th May, the *Bryn Ivor* was dropping down with the ebb tide, and when off Moish khali middle mooring buoys, distant 60 to 70 feet, Kornafuli river (Chittagong coast), was fouled by the schooner *Idroos*, which was at single anchor lying in the fairway, sheering about with the eddies and taking a sheer struck the barque on the port side of the taffrail. The *Bryn Ivor* sustained damages estimated at ₹500. The owner of the *Idroos* paid the master of the barque *Bryn Ivor* ₹200 as compensation for damages. No cargo damaged. The vessel was detained at Chittagong for repairs, and after having been surveyed and declared tight and seaworthy she proceeded on her voyage. No loss of life. (This casualty was caused by the *Idroos* being in fairway with no one on board. The syrang was prosecuted for infringing Port rules II and VII, also for neglecting to keep a crew on board the schooner in violation of section 2, Act III of 1867, and was convicted and sentenced to pay a fine of ₹60 or be imprisoned for a month.)

100. The British Indian craft YESWANTI [of Jaytápur, 6 tons register, official number 4662, age about 32 years], from Sheva (Bombay harbour) to Jaytápur with a cargo of salt. At about 11 P.M., on the 18th of May, when near Sheva, she sprang a leak during stress of weather. Slight damage to craft. ₹39 worth of the cargo was washed away. No loss of life.

101. The British iron screw steamer COLUMBIAN [of Bombay, 1,404 tons register, official number 7459, age 26 years], from Calcutta to Jiddah with a general cargo. It appeared that three days after leaving Point de Galle, when about South-West of Cape Comorin in latitude 7° 04′ N., longitude 75° 06′ E. (Indian Ocean), she experienced strong gales from 17th to 20th May. The steamer laboured heavily, flooded decks, washed away figure-head; and smashed head-rails and fittings; washed away about 30 feet of port bulwarks, stove in officers' cabin, smashed three boats, and loosened fastenings of poop combings. During the gale four men, who were engaged in stowing the gib, were washed overboard, and although a heavy sea was running at the time, a life boat was immediately lowered, and after a tedious search the men were rescued. On crank shaft being reported in a loose state, she bore away for Bombay, and the continuous heavy seas damaged the bows, so that it was unsafe to keep head to sea and proceed on her voyage. She put into Bombay for repairs on the 25th May, and after having completed repairs left on the 20th June. Value of damage about ₹55,000. No cargo lost. No loss of life.

102. The British iron screw steamer SUNRISE [of Hull, 1,385 tons register, official number 82517], from Bombay to Antwerp with a general cargo. At 9 A.M., on the 25th of May, when in latitude 12° 33′ N., longitude 45° 49′ E. (Gulf of Aden), found the main discharge pipe fractured; cause unknown. No damage to vessel or cargo. No loss of life. She put into Aden for repairs.

103. The British iron screw steamer COMMILLA [of Glasgow, 550 tons register, official number 73799], from Calcutta to Chittagong with a general cargo. At 11·20 A.M., of the 27th May, when in latitude 28° 09′ N., longitude 90° 23′ E. (Bay of Bengal), she broke high pressure piston, steaming 9½ knots; she could prosecute her voyage, but the weather being uncertain, she returned to Calcutta in resumption of ordinary mail service. Damage to steamer immaterial. No loss of cargo. No loss of life. (The cause of this casualty was unknown.)

104. The British Indian padow DARIA DAULAT [of Bulsár, 23 tons register, official number 100, age 17 years], from Bombay to Broach with a cargo of

coals. During the storm that prevailed on the night of the 28th of May the padow lost her masts when at the mouth of the Tárápur creek (Bombay coast). She was saved by having her cargo thrown overboard. Damage to padow, value ₹250. Cargo ₹30. No loss of life.

105. The British iron screw steamer EUPHRATES [of Glasgow, 500 tons register, official number 45992], from Basra to Bombay with a general cargo. On the 29th of May the steamer, whilst entering the Bombay harbour, approached too close to the *Sunbeam,* Pilot schooner No. 1; the engines of the *Euphrates* were ordered to go astern but did not answer, and she came into collision with the schooner which was at anchor about 2 miles South-West of the Outer lightship, carrying away the schooner's bowsprit. A new bowsprit was supplied by the Agents of the steamer. The *Euphrates* slightly damaged her gangway ladder and rail, estimated value ₹415. No cargo lost. No loss of life. (The casualty was caused by the carelessness of the *Euphrates.*)

106. The British iron screw steamer SAHARA [of Liverpool, 1,288 tons register, official number 81345], from Calcutta to Hull with a cargo of wheat. Whilst proceeding down Royapore reach, river Hooghly, at 8-45 A.M., on the 30th May, under pilotage charge, a pin came off the steam stearing gear, rendering the steam wheel useless; the helm being a little a-port at the time, the pilot stopped and reversed the engines, but the vessel touched the ground forward about 200 yards above the Nun buoy. Ten minutes afterwards, as soon as the after-steering gear was connected and the engines put on full speed ahead, she came off. No damage to vessel or cargo. No loss of life. (The casualty was unavoidable.)

107. The British iron screw steamer LANCASTER [of Liverpool, 1,145 tons register, official number 84133], from Bombay to Dunkirk with a general cargo. On the 30th May the vessel, whilst proceeding through the Gulf of Suez, ran ashore on Rás Gharib, Red Sea. She jettisoned 700 tons of cargo, but to no effect; subsequently, on the 1st June, she was towed into Suez by the S. S. *Ossian,* seriously damaged. On arrival the cargo was discharged and the vessel put into dock; on examination it was found that no frame was broken, but three propeller blades were lost, six patches to be rivetted on, and some of the minor leaks caulked. Value of damage to *Lancaster* not reported. Damage to cargo, value not reported. No loss of life.

108. A British Indian padow (name unknown) register tonnage, port of registry, official number, &c., not reported], laden with 100 bales of cotton, was swamped near Cross island (Bombay harbour), on the 31st May. The padow was subsequently recovered by her crew and taken to Tank bandar. Of the cargo 91 bales were safely landed on Cross island, the remainder were lost; value not reported. No loss of life.

109. The British Indian mahangiri SOORYABAN [of Bombay, 11 tons register, official number 3056], laden with jute, wool and rags, was swamped on the south entrance to the Prince's dock, Bombay harbour, on the 31st May, owing to a squall. She was afterwards recovered and taken into Musjid basin. No damage to mahangiri. Of the cargo only 41 bales of jute were saved and landed at the dock; the remainder was lost, value not reported. No loss of life.

110. The British yacht FALCON [of Bombay, tonnage unknown, no official number, belonging to the Bombay Salt Department], was towed in from Ratnagiri (Bombay coast) by S. S. *Pearl* on account of her rudder being carried away in a gale in the latter part of May. No other damage to hull. No loss of life.

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111. The British Indian wooden ship FUTHE SULTAN [of Bombay, 310 tons register, official number 30557, age 32 years], from Badagara to Bombay with a general cargo. The vessel when off Kárwár (Bombay coast), on the 1st of June, experienced heavy gale from the south-east, carried away upper and lower foretopsail yards and sails. On the 2nd she carried away her upper and lower maintopsails and fore staysails. No damage to hull or cargo. No loss of life.

112. The British Indian muchwa PALKHI [of Basseen, North Konkan, 10 tons register, official number 1908, age 18 years], from Belápur to Trombay

with a cargo of salt. It appeared that on the 2nd June the muchwa, in leaving the Panch salt-works in the Thána creek (Bombay harbour), met with heavy weather and put back when she anchored. She having sprung a leak, the crew abandoned her; but on their returning to the muchwa the next day, found nearly all the cargo washed out. Little or no damage to muchwa. Cargo value ₹532 was lost, the remainder worth ₹63 was recovered. No loss of life.

113. The British Indian muchwa KHENGTI [of Urún, 3 tons register, official number 830, age 45 years], from Apte to Revas (Karanja) with a cargo of rice, clothing, &c. The muchwa whilst on her way met with strong wind and heavy rain on the 2nd June, and the tindal seeing no hope of reaching his destination tried to make for Karanja bandar, Bombay harbour, when at about 8 P. M., a heavy sea rushing over the muchwa swamped her. She was afterwards recovered, and sustained slight damage. Cargo all lost. One life lost.

114 & 116. The British wooden brigantine FOREST KING [of Plymouth, 172 tons register, official number 62138], from Calcutta to Natal with a general cargo. On the 3rd June, whilst dropping down without steam Kaffray reach, river Hooghly, under pilotage charge, across the tide, well mid-channel at 5-20 P.M., first quarter ebb, she made a run towards the bank, the pilot ordered the chain to be lighted to, but her heel took the ground and she swung with her head down the river. She sank some 3 feet in the mud and at midnight she floated, when the pilot gave her a broad sheer out dragging her anchor apparently some distance from the bank. She was aground for 7 hours. On the 4th June, as the pilot started to heave in chain, she commenced to swing, when a gust of wind from the south-east caused her stern to get very close to the bank. Immediately dropped the port anchor under foot, but it was of no avail. She took the ground a second time abreast of the Empress Cotton mills at Bowreah. At 0-45 P. M., she floated, and sheered out into the stream after being aground for 9 hours. On the 5th June having dropped down Budge Budge reach, the wind from south-east, the anchor dragging, the pilot hoisted the jibs and set topsails; and as she arrived off point Jelly, the pilot veered her head round towards the point, heaving in chain at the time, and when round far enough hoisted the mainsail, but found she sagged to leeward very fast against her helm. The pilot ordered the chain to be lighted to again as a last resource, but she went nearly broadside on to the bank and on her anchor, right abreast of point Jelly sluice, a little below Budge Budge reach. She floated after being aground for 5½ hours. It was reported that the *Forest King* sustained no damage, but lost a 4½" warp and kedge anchor. The captain desired the pilot to return to Calcutta, when she arrived at Garden reach on the 8th, in order to make a survey and to ascertain whether she had received any damage. A survey was held on the 9th, and the Surveyor for Lloyd's Agent reported that the *Forest King* shewed no signs of straining or other injury from grounding. It appeared that no entry was made in the log book as to the quantity of water the vessel had made on the 5th. The pump well was carefully sounded on the 9th, when it was found that she had made 5 inches of water in an hour. The Surveyors recommended that the *Forest King* be taken up into the harbour off Kidderpur or Hastings and the pumps sounded and sealed up for 12 hours and again sounded to ascertain exactly what quantity of water she would make in that time. The vessel was accordingly ordered not to proceed to sea until it was accurately ascertained what quantity of water she was making, yet notwithstanding the *Forest King* underwent no repairs, and left port after three days in a leaky state. Damage to *Forest King*, value not reported. Cargo, if any damaged, value not reported. No loss of life. (The accident was caused by the carelessness of the pilot, who was cautioned.)

115. The British iron screw steamer ARGOSY [of Newcastle, 1,258 tons register, official number 80556], from Cardiff to Bombay in ballast. At 10-30 A.M., of the 4th June, when proceeding through the canal from Port Said, steamer being in ballast at the time, the strong winds took great effect, and caused her to steer wild, and she stranded in the canal about 17 miles from Port Said. Assistance was rendered by the Canal Company's tug and the steamer floated off. No damage to *Argosy*. No loss of life.

117. The British wooden ship ASHGROVE [of Glasgow, 1,348 tons register, official number 45664, age 16 years], from Maulmain to Newcastle with a cargo of timber. On the afternoon of the 8th June, when about 150 miles from the port

of Maulmain, in latitude 14° 24′ N., longitude 97° 26′ E., Gulf of Martaban (Burma coast), the ship excessively laboured in a heavy weather, beating down the Gulf of Martaban in South-West monsoon, causing her to leak, *viz.*, 2 inches an hour; but as the crew became mutinous and would not do their duty, the master had to put into Rangoon for repairs. Damage to *Ashgrove,* value not reported. No cargo lost. No loss of life. (It was reported that it was impossible to prevent the ship springing a leak, but she could have proceeded on her voyage had the crew not refused duty.)

118. The French wooden barque FRANCISCOPOLIS [of Havre, 378 tons register, official number 3153], from Calcutta to Jamaica with a cargo of rice. On the morning of the 9th June, the vessel, whilst getting under weigh in the river Hooghly in pilotage charge, hove into 15 fathoms to the water, and the crew were ordered to get up the hawser from below, and when all was ready to take in tow, found her driving, the pilot immediately paid out chain; but before the barque brought up she took the ground on the tail of the College sand opposite the King of Oudh's palace, with about 20 fathoms chain out. At 5-30 A.M., the same day, she passed hawsers to the tug *Sind* and came off directly, there was a strain on the hawser, after being aground for an hour. The *Franciscopolis* also went foul of the Lower red buoy on the northern bank. The pilot returned with the vessel off Hastings, as the master thought it advisable to hold a survey owing to the vessel having been materially injured. Damage to barque, value R920. No cargo lost. No loss of life. (The casualty was accidental.)

119. The British Indian muchwa LAXMI [of Bombay, 6 tons register, official number 1388], from Bombay to seaward with 110 fishing nets. On the 11th June at about 4 P.M., whilst out fishing she encountered a storm and capsized near the mouth of Manoree creek (Bombay coast). She was afterwards recovered, and sustained no damage. Of the cargo 40 nets were lost, value R100. The muchwa had on board 22 men, of whom 12 were lost, and the remainder 10 men were saved by clinging on to spars.

120. The British Indian screw steamer LISCARD [of London, 1,287 tons register, official number 82790], from Bombay to Havre with a general cargo. On the 11th June, whilst the vessel was in the Arabian Sea in latitude 18° 23′ N., longitude 64° 11′ E., she met with heavy weather and rough sea; she got her poop ladders smashed, also the moulding of same and boarding in front of the midship bridge. Value of damage to steamer not reported. No cargo damaged. No loss of life.

121. The British Indian muchwa DOULATPRASÁD [of Jaygad, 23 tons register, official number 4333, age 16 years], from Bombay to Jaygad. The muchwa was at anchor off Karande near Harnai (Bombay coast), when on the afternoon of the 11th June, the monsoon burst on the coast with a heavy gale of wind, and the chain of her anchor having been broken, she was driven ashore. Damage to muchwa Rs. 125. There was no cargo on board the muchwa. No loss of life.

122. The British iron screw steamer ATHABASCA [of Liverpool, 1,645 tons register, official number 84185], from Liverpool to Bombay with a general cargo. The steamer arrived off the Prince's dock, Bombay harbour, at 9-50 P.M. on the 12th June, having made signals of fire to the coals in the bunker; assistance was rendered; the coals in the bunker were removed immediately, and the fire subsequently put out. No damage to hull or cargo. No loss of life. (Cause of casualty spontaneous combustion).

123. The British iron screw steamer SPARTAN [of London, 1,171 tons register, official number 73623], from Bombay to Dunkirk with a cargo of wheat. On the 13th of June, whilst in latitude 17° 24′ N., longitude 58° 49′ E. (Arabian Sea), she encountered very heavy gales from south-west, with tremendous sea running; about 2 hencoops with contents and a harness cask also with contents were washed away; one boat stove in, besides doing other minor damages. Estimated value not reported. The cargo was damaged; amount not reported. No loss of life.

124. The British wooden barque CHOICE [of Scarborough, 394 tons register, official number 62864], from False Point to Mauritius with a cargo of rice. From the 2nd to the 17th June the barque encountered rough weather with heavy squalls whilst in the Bay of Bengal and laboured heavily; on the 14th when in latitude 15°17′ N., longitude 87°0′ E., the vessel sprung a leak; the crew made every effort to stop the leak, but ineffectually, and owing to her ship-

ping a large quantity of water, she bore away for Calcutta. On her arrival in that port she was surveyed, and the cargo being found damaged, was ordered to be discharged. She went into dock for repairs on the 24th June. Value of damage to *Choice* not reported. Cargo, worth R26,300, was damaged. No loss of life.

125. The British iron ship HORNBY CASTLE [of Liverpool, 1,436 tons register, official number 78745], from Melbourne to Rangoon with 570 tons stone ballast. On the 15th of June she was proceeding up the Rangoon river under sail in pilotage charge, and whilst coming through the D'Silva channel the wind suddenly shifted; got all hands ready, and put the helm down to tack ship; when the ship's head came up to the wind, the breeze suddenly fell lighter, and seeing that the ship would not come round and began to gather sternway, the anchor was immediately let go in 8 fathoms of water and 30 fathoms of chain paid out: the ship in swinging round her heel took the ground on the bank above Chokey village. The pilot clewed up all sail, and a heavy squall coming on from the westward the ship dragged anchor and got further on the bank. Ran out anchor, but could not haul off as the wind was blowing right on, and was too strong. The master then proceeded to town and brought the tug steamer *Ava,* which pulled the *Hornby Castle* a ship's length ahead; but as the wind was blowing heavy and very nearly forcing the tug on shore she had to let go hawser. The *Ava* left her, and the captain again went to town and procured the services of the tugs *Defiance* and *Salween,* and after having discharged about 15 to 20 tons of ballast into a boat, the *Defiance* pulled her off on the 18th. She was aground for 4 days. Damage to *Hornby Castle,* value R1,493. No loss of life.

[A Court of Inquiry was held at Rangoon in the Assistant Commissioner's Court on the 29th June under Rule XXIV of the Rangoon Pilot rules to investigate the circumstances relative to the grounding of the above ship. The pilot was charged with negligence, unskilfulness or ignorance in handling the ship under his care. The Court, after mature consideration, was of opinion that the pilot was not guilty of any unskilfulness, negligence, or ignorance in the manner in which he handled the *Hornby Castle* in coming up the Rangoon river. The Court was further of opinion that the ship was coming up the reach past Chokey village with the wind from a point with which she could easily have weathered Chokey point; that the wind suddenly shifted, compelled the pilot to put the ship about and considering the point from which the wind was blowing, the pilot was not guilty of any unskilfulness, negligence, or carelessness in going so far to the east that Shway Dagone pagoda bore a ship's length inside Chokey point.]

The Chief Commissioner of British Burma remarked he was advised by the Port Officer that "the pilot showed a want of precaution amounting to negligence in allowing his vessel to drift so far to leeward with a tide setting her broadside on to the bank and the wind heading her off all the time." The Chief Commissioner was of opinion that apparently there was ample channel, nearly 1,000 yards broad, to windward. Relying on this advice he was unable to accept the finding of the Court, which acquitted the pilot "of any unskilfulness, negligence, or ignorance." Still as the ship's missing stays was the primary cause of the accident, as the pilot had never had an accident to his ship before, and as he already had incurred some loss by reason of his suspension during the inquiry, the Chief Commissioner did not think it necessary to inflict any penalty in the present case. The pilot was censured for his want of precaution and was allowed to rejoin his duty.

126. The British iron ship KHYBER [of Liverpool, 1,967 tons register, official number 81396], from Liverpool to Calcutta with a cargo of salt. The vessel left Liverpool on the 17th April, and all went well until the middle of June, when in latitutde 19° 31′ S., longitude 71° 26′ E. (Indian Ocean), she experienced heavy weather; a heavy sea struck her on her deck and stove in about 40 feet. Estimated value of damage R9,000. No cargo lost. No loss of life. (The *Khyber* arrived at Calcutta on the 17th July.)

127. The British iron screw steamer PRESIDENT GARFIELD [of Glasgow, 1,288 tons register, official number 82047], from Bombay to Liverpool with a general cargo. On the 17th June, when in latitude 18° 05′ N., longitude 57° 09′ E. (Arabian Sea), she lost one ventilator during a heavy weather, and having made considerable water, damaged a portion of her cargo, value not reported. Damage to steamer, value not reported. No loss of life.

128. The Egyptian craft MUTASAHIL [of 142 tons register, official number, port of registry, &c., not reported], from Zanzibar to Haswall in ballast. On the 17th of June whilst at anchor off Aden harbour in latitude 12°45′ N., longitude 45°03′ E., (South coast of Arabia), the craft experienced strong currents, which parted the cable and drifted her ashore between Marshag and Shum Shum, and was afterwards got off. Value of damage not reported. Crew 10 men; 2 lives lost.

129. The British iron ship ALLANSHAW [of London, 1,589 tons register, official number 71665], from Melbourne to Calcutta with ballast. On the 21st June the vessel was proceeding up the river Hooghly in pilotage charge and in tow of steamer *Alexandra*, when rounding Hooghly point, having crossed the Eastern Gut, James and Mary's, an eddy took the vessel and turned her right round against her helm, the foreyard being aback and the channel being narrow, the pilot had no alternative but to drop anchor, bringing the ship up in four fathoms water abreast of Nurpur flat buoy; at the same time carrying away the windlass, thereby making her quite helpless for heaving. The *Allanshaw* then passed hawsers to the tug, buoyed the chain, slipped and proceeded up the river. The *Allanshaw* lost her port anchor with 100 fathoms of chain, but was afterwards recovered by the Port Commissioners at a cost of ₹1,355. No damage to hull. No loss of life. (The occurrence was due to an eddy.)

130. The German iron screw steamer EUROPA [of Bremen, 1,447 tons register, no official number], from Rangoon and Point de Galle to Bremen with a cargo of rice. At 2 P.M. on the 21st of June, when in latitude 5°17′ N., longitude 54° 0′ E. (Arabian Sea), the coupling bolts of her main shaft was found broken; cause unknown. No damage to hull or cargo. No loss of life.

131. The British iron screw steamer COLUMBIAN [of Bombay, 1,404 tons register, official number 7459, age 27 years], from Bombay to Jiddah with a cargo of rice. On the 23rd June, when in the Arabian Sea, about 500 miles from Bombay, she experienced an exceptionally strong South-West monsoon; the very heavy sea made clean breeches over the ship, washing away bulwarks &c., and the steamer making much water, the master considered it advisable to bear up for Bombay, repair and to refit. Damage to steamer, value ₹55,000. Cargo partially lost; value not reported. No loss of life.

132. The British iron screw steamer ORIENTAL [of Glasgow, 938 tons register, official number 58315], from Bombay to Zanzibar and southern ports with a general cargo. On the 24th June, whilst in latitude 18° 35′ N., longitude 63° 58′ E. (Arabian Sea), she experienced heavy weather; her figure-head and head moulding rails started, also a piece of carved work of stern carried away, and the vessel having made considerable water, part of the cargo had been damaged. On the 3rd July she put into Aden, and the repairs which were necessary were attended to; on the completion of it the steamer left for Zanzibar. Value of damage to *Oriental* not reported. Cargo, value not reported. No loss of life.

133. The British iron screw steamer ADRIA [of Bombay, 821 tons register, official number 68495], from Calcutta to Mauritius with a cargo of rice. It appeared that whilst proceeding down the river Hooghly under pilotage charge on the 24th June, it became necessary for the pilot to turn her round at Nynan, and when in the act of turning she grounded on Shibganj sand. On the first of the flood at 1 P. M., the steamer, by backing her engines, came off without encountering any difficulty, having been aground for three hours. No damage to hull or cargo. No loss of life. (The casualty was accidental.)

134. The British iron screw steamer HUNTINGDON [of London, 1,463 tons register, official number 82874], from Hankow to London with a cargo of tea. At 3 P.M., on the 25th June, when in latitude 1° 10′ N. longitude 69° 45′ E., (Arabian sea), the low pressure piston was found broken; cause accidental. No damage to hull or cargo. No loss of life.

135. The British composite ship MOFUSSILITE [of London, 1,013 tons register, official number 50134], from Madras to London with a general cargo. The ship encountered a terrific gale on the 26th June in the Indian Ocean, the foremast, the foretopmast, jibboom, main and mizentopgallant masts, sails, &c., were carried away, and one of her boats smashed; the bowsprit was also carried away at the knight-heads, taking with it the figure-head and very badly damaging the cutwater. On the 29th, when the weather moderated, the crew rigged up a jury foretopmast and jibboom and bore up for Mauritius. On her arrival

at that port, on the 12th July, she discharged about 200 tons of cargo; the Surveyors examined her and found that she was perfectly tight, and that the repairs could be effected afloat. She sailed for London on the 24th August after the necessary repairs were completed. Value of damage to *Mofussilite*, not reported; cargo, if any damaged, value not reported. No loss of life.

136. The British iron ship ARGOMENE [of Liverpool, 1,662 tons register, official number 76415], from Liverpool to Calcutta with a cargo of salt. It appeared that on the 26th June the tug *Bombay* was at the Sandheads preparing to take the ship *Argomene* in tow about 15 miles S. W. of the Eastern Channel lightship. The ship shortened sail, and was heading for the river with a fair wind. The tug proceeded ahead a little on the port bow, and lowered her starboard boat in the water, with a line from the vessel fastened to the boat, and the hook of the after-boat's fall fouled this line and drew the boat broadside on. The steamer was eased, as it was thought the boat (there were six persons in her) would capsize. Seeing that the *Argomene* was gaining on her the captain of the *Bombay* gave the orders "hard-a-starboard and go on faster." This order was carried out at once; but before the *Bombay* could answer her helm the *Argomene* came up on her starboard quarter, her flying jibboom struck the *Bombay's* mainmast, which came down, and then the *Bombay* shot clear. The steamer's boom fell on the serang of the tug and killed him; the look-out man of the ship *Argomene* (Adam Mills) was seriously hurt by the falling of the tug's mast and sent to hospital. Damage to *Argomene*, value ₹300. Damage to *Bombay*, value about ₹975. No cargo lost. One life lost.

[A Court of Inquiry was held at Calcutta on the 22nd July in accordance with the provisions of section 4 of Act IV, 1875 (The Indian Merchant Shipping Act), in the Chief Presidency Magistrate's Court for the purpose of making an investigation as to the cause of the above collision. The Court recorded that this was a case of pure misadventure and that no blame was attached to any one. The accident happened thus:—The *Bombay* steered ahead of the *Argomene* and lowered her starboard boat. After the boat (which was made fast forward by a painter) was lowered, the after-tackle got foul of the boat, it swung broadside on, and the captain of the *Bombay* to save his boat and the men in her eased his vessel, the result of which was that she fell across the *Argomene* whose jibboom came in collision with the mast of the *Bombay*. The mast came down, the serang of the *Bombay* was crushed and died from the injuries received. It was necessary for the *Bombay* to take the position she did—ahead of the *Argomene* and in close proximity to her. Both vessels' helm were promptly attended to, the vessels being so near to each other that a collision could not be avoided. It appeared that the rope used as a painter was being slacked off to let the boat go astern to take a line to the *Argomene*. The Court remarked that had the master not acted as he did, his boat would inevitably have upset, and the lives of the men in her endangered.]

137. The British Indian wooden barque PAKIALETCHMY [of Negapatam, 398 tons register, official number 17 of 1877], from Akyab to Negapatam in sand ballast. It appeared that on the 28th of June she was riding at anchor in Negapatam roads in 4⅜ fathoms, the lighthouse bearing W. N. W. (Coromandel coast) when at 10-30 P.M., a sudden squall caused the *Pakialetchmy* to snap the stock of her anchor and drag, the yards were braced up, and there not being sufficient men on board at the time to pay out more chain, her starboard cat-head came into collision with the barque *Neelayathatchy*. Damage to *Pakialetchmy*, value ₹50. No loss of life. (This accident could have been avoided by the *Pakialetchmy* paying out more chain immediately the squall struck her. Out of a crew of 32 men, there were at the time of the casualty only 4 on board.)

138. The British Indian wooden barque NEELAYATHATCHY [of Coringa, 560 tons register, official number 10 of 1879], from Cochin to Negapatam in sand ballast. At 10-30 P.M., on the 28th of June, when at anchor in Negapatam roads in 4¾ fathoms, the lighthouse bearing W. N. W. (Coromandel coast), was fouled on the port bow by the barque *Pakialetchmy*. The *Neelayathatchy's* port quarter rail, taffrail, and covering board stove in for a length of 53½ feet, two lanyards of standing rigging carried away, mizen chains and standing dead eyes started; estimated value of damage ₹600. No loss of life. (It was reported

that she had a crew of 35 men, but at the time of the casualty there were only 10 men on board.)

139. The British iron screw steamer ALMORA [of Glasgow, 1,719 tons register, official number 68055], from London to Queensland with the Australian mails and a general cargo. The vessel arrived at Aden on the 27th June and left the same day; on the 29th, when in the Arabian sea, she experienced very bad weather and a heavy sea, losing her foremast and sustaining considerable damage to her fore bulwarks. She arrived at Anjer, Java, on the 19th July (seven days late), steaming slowly. Value of damage to *Almora* not reported. No cargo lost. No loss of life.

140. The British Indian padow DEVIPRASÁD [of Bulsár, 12 tons register, official number 1371], from Bhávnagar to Bulsár in ballast. The padow after leaving Bhávnagar creek was overtaken by a storm, but managed, however, to arrive off the Surat bar.(Gulf of Cambay) in safety. On the 29th June, at 4 P.M., she lost her mast owing to the violence of the storm, and having shipped much water, eventually foundered. The padow was afterwards recovered from the Onjal creek. Damage, value R250. No loss of life.

141. The British iron screw steamer MECCA [of Glasgow, 936 tons register, official number 68059], from Zanzibar to Bombay with a general cargo. On the morning of the 30th of June, when off Cape Delgado in latitude 10° S., longitude 41° E. (East coast of Africa), the vessel had two blades of her propeller broken. No damage to hull or cargo. No loss of life. The cause was not known).

142. The British wooden ship ASHGROVE [of Glasgow, 1,349 tons register, official number 45664, age 16 years], from Maulmain to Rangoon with a cargo of timber. On the 30th of June, at about 10-30 A.M., the ship was allowed to drift after she had been securely moored by the harbour master and stranded abreast of Mr. Hopper's yard, Rangoon river (Burma coast). Damage to *Ashgrove,* value about £1,000. No cargo lost. No loss of life. (The casualty was caused owing to there being no notice taken whilst the ship was driving. The case was inquired into, and the decision arrived at was that the master was considered to have conduced to the accident by having paid out cable to put a swivel on).

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143. The British iron ship MORNA [of Liverpool, 1,437 tons register, official number 76515], from Calcutta to Liverpool with a general cargo. On the 1st July the vessel was proceeding down the river Hooghly under pilotage charge and in tow of steamer *Enterprize*; whilst she was off Fulta point an eddy took the *Morna* and directed her head to starboard, consequently slewing the steamer to port; the ship's helm was immediately put hard-a-starboard and the steamer's port hawser slacked out to allow the tug to recover, which was going ahead full power, and whilst both vessels were recovering themselves, the *Enterprize* fell across the *Morna's* bows; the ship striking the tug on the after-part on starboard paddle-box, carrying away the ship's jibboom and all head gear. The tug let go her anchor as she was to the southward of the *Morna*, and a flood-tide running; thinking the *Enterprize* would hold on and the *Morna* drift away, but the vessels were too securely fast, and would not separate or bring up. The *Morna* then dropped her port bower and brought up with 30 fathoms chain. The tug still across the *Morna's* bows when, at 2 P.M., the river Hooghly Surveying steamer *Clyde* towed the *Enterprize* clear. At 4-30 P.M., the tug towed the *Morna* into safe anchorage off Fisherman's point. As the damage to the *Morna* could not be repaired on board and she being close to Calcutta, the pilot, with the advice of the captain, had to put back for survey and repairs. Damage to *Morna,* value R2,638. Damage to *Enterprize,* value about R2,500. No cargo lost. No loss of life.

[The Lieutenant-Governor of Bengal concurred with the remarks made by the Port Officer that the collision was the result of pure accident and was due to the ship being caught in an eddy, and directed that no formal inquiry under Act IV of 1875 need therefore be held.]

144. The British wooden ship MARS [of London, 722 tons register, official number 14712], from Coçanada to London with a general cargo. The ship encountered heavy weather on the 2nd of July whilst in latitude 1° N., longitude

92° E., (Indian Ocean), and sprung a leak. The vessel, which was making 13 inches of water per hour at the time, after proceeding into Mauritius harbour, still made 3½ inches; she after discharging all her cargo, went into dry dock for examination, in accordance with the recommendation of the Surveyors. The ship was placed in dry dock on the 10th August, when it was found that the caulking in all the butts and in the garboard seams were very slack; so the Surveyors recommended that she should be stripped, caulked, and re-metalled over felt. Damage to *Mars,* value not reported. The cargo landed was only slightly damaged, and was sold by public auction at Mauritius. Value not reported. No loss of life.

145. The British iron screw steamer BUSHEER [of Glasgow, 539 tons register, official number 48901], from Calcutta to Chittagong with a general cargo. At 10-15 A.M., on the 2nd July, the vessel whilst proceeding up the Kornafuli river (Chittagong coast), in pilotage charge, touched the ground on crossing Outer bar, 30 yards to the N. W. of the Lower Eastern bar buoy. No damage to vessel or cargo. No loss of life. (The Port Officer on reporting the casualty to the Commissioner of Chittagong, stated that in his opinion the pilot was not to blame, inasmuch as that the grounding was due to the channel at the Outer bar having deteriorated somewhat, as when he personally inspected and sounded the spot the morning after the accident, found two feet less water than where the buoy was laid by him in March 1882.)

146. The British iron screw steamer HONAM [of Hong Kong, 1,377 tons register, no official number], from Glasgow to Hong Kong with a cargo of coals. At 5-30 P.M., on the 5th July, when near the Dædalus shoal in latitude 25° 45′N., longitude 35° 14′E. (Red Sea), an explosion in the coal gas occurred, by a lantern being used whilst going to the forehold to get a basket to coal bunker from afterhold. No damage to hull. No loss of cargo. Six men were burnt, of whom one died from the effects after eighteen hours.

147. The British Indian mahangiri CHANDANI [of Rái, 8 tons register, official number 1588], from Mœwa bandar (Sálsette) to Bháyndar, with a cargo of salt. At 5 P.M., on the 5th July, the mahangiri met with a storm at the mouth of the Mœwa creek (Bombay coast), and having sprung a leak, she filled with water and sank. She was afterwards recovered. No damage to the mahangiri. Cargo worth Rs. 511 was lost. No loss of life.

148. The British iron ship HOWDEN [of Liverpool, 1,167 tons register, official number 1021, age 27 years], from Liverpool to Calcutta with a cargo of salt. It appeared that throughout the voyage the vessel experienced high seas and strong winds, and on the 16th March the foretopsail yard was found bad; and that owing to the excessive rolling of the ship and heavy labouring, it caused the decks to leak; iron-work stanchions to work loose aloft and below, causing the slings of yards, chain plates, rigging and lanyards to carry away; also several plates cracked. On the 6th July, when off the Ceylon coast, during a N. W. squall, the foresail, inner jib, outer jib, main and foretopgallant sails, maintopmast staysail, mizen staysail and mizen royal, were carried away owing to jibstays giving way and rendering it difficult to keep the ship away. Damage to *Howden,* value Rs. 10,000. No cargo lost. No loss of life.

149. The British iron screw steamer CHINDWARA [of Glasgow, 1,533 tons register, official number 80442], from Calcutta to Bombay with a cargo of rice, gunnies and coir yarn. On the 7th July, whilst being berthed into Prince's dock, Bombay harbour, a heavy squall struck the vessel and her stem fouled the S.S. *Handel's* port bow, and when alongside the wharf in her berth at the west jetty, the *Chindwara* sprung ahead and touched the moulding of the S.S. *Abana's* taffrail and also struck the S.S. *Cochin.* A survey was held by the Surveyors of the port of Bombay to ascertain what damage was sustained by the steamers *Handel* and *Abana.* The Surveyors examined and found the defective part which was situated forward on the port side of the S. S. *Handel* flush with forecastle about 8 feet from stem, and the top plate broken to the length of 9 inches, about 3 inches from top, and about 12 inches of beading torn asunder, and broken the plate 10 feet × 3 feet × ⅝ths of a foot. The Surveyors recommended that the plate and mouldings be temporarily patched, but renewed on arrival in England. The Surveyors next proceeded on board the S. S. *Abana* and found a slight indentation at aft-rail beading about $\frac{3}{16}$ths of an inch deep, had slightly upset the plate and shaken the pitch which were the only defects. Value of damage to

Handel, Rs. 59; to the *Abana*, Rs. 17; to the *Cochin*, Rs. 40. The *Chindwara* made good the damages to these vessels. Total value of damage to *Chindwara*, estimated at Rs. 116. No cargo lost. No loss of life.

150. The British iron ship MYLOMENE [of Liverpool, 1,900 tons register, official number 86157], from Liverpool to Calcutta, with a cargo of salt. At 8-15 P.M., on the 7th July, the vessel whilst proceeding up the Eastern channel in pilotage charge, the Lower Gaspar light bearing by compass N. by E., the pilot found the ship bumping heavily on the edge of the sand; the helm was ordered immediately to be put hard-a-port, but notwithstanding, the ship continued to bump for nearly an hour before the pilot succeeded in getting her into deeper water; the weather at the time being rainy, she came to anchor in 6 fathoms water at about 9 P.M., close to the Lower Gaspar light, it bearing E. ½ S., veered to 60 fathoms cable; wind W.S.W. At daylight the *Mylomene* weighed and proceeded into Saugor roads, making a trifle more water than usual. Damage to ship, value Rs. 6,300. No cargo lost. No loss of life.

[No Court of Inquiry was held in this case, but the Port Officer, in reporting for the orders of Government, recorded that it was clear from the pilot's own report and the bearings that he was too close to the edge of the Gaspar sand; in fact out of the proper channel, and that the lead was used occasionally only, instead of constantly, although a man was in the chain. The pilot himself admitted an error of judgment, and begged to be dealt with summarily. The case was sufficiently clear that the pilot had shown a want of judgment, if not a want of attention, that had led to serious results; the ship only escaped total loss owing to its being a new iron vessel. The Port Officer recommended that the pilot be punished by being placed on half earnings for three months].

The Lieutenant-Governor of Bengal observed that the grounding, which fortunately did not result in any serious injury to the vessel, was clearly due to the carelessness of the pilot, who on his own showing used the lead only occasionally instead of at frequent intervals, and thus allowed the vessel to get out of the proper channel. The Lieutenant-Governor regretted that it should have been again necessary to bring the pilot's conduct unfavourably to the notice of Government. He was reprimanded last year for carelessness, which, to some extent, contributed to bring about the collision between the *Prince Oscar* and the *Anglo American*, and the Port Officer recently had occasion to censure him in connexion with a collision between a vessel of which he was in charge and a flat. These instances of carelessness satisfied the Lieutenant-Governor that he was a rash and negligent pilot, and accordingly directed that he be placed on half earnings for a period of three months, and that he be severely censured. The Lieutenant-Governor remarked further, that any new instance of negligence or carelessness on the part of the pilot will entail upon him very serious consequences, and might probably involve his removal from the Bengal Pilot Service altogether.

151. The American wooden ship GEORGE SKOLFIELD [of Brunswick (Maine), 1,331 tons register, official number 85103], from Calcutta to New York with a general cargo. The vessel was proceeding down the river Hooghly under pilotage charge and in tow of tug *Challenge*. At 9-20 A.M., on the 7th July, the steamer *Challenge* had been eased down from Sister trees to enable her (the tug) to lose her way, likewise to allow the ship *Rossdhu* to proceed and turn before the *George Skolfield*, she being a short distance ahead. When above Fisherman's creek, in 5 fathoms of water, the pilot ordered the steamer to go round, and when she was well on the port bow, the helm of the *George Skolfield* was put hard-a-starboard to direct the ship's head after the steamer; but whilst athwart the channel she took the ground very gently in 21 feet of water. Immediately the steamer was ordered to go faster, and both hawsers of the ship parted, and she grounded. At 12-15 P.M. she floated, the pilot dropped the port anchor when she swung to the flood; she was aground for three hours. The *Challenge* steamed and passed hawsers, and the vessel proceeded down the river without sustaining any damage. No cargo lost. No loss of life. (The Port Officer recorded that the pilot had recent warning of the extension of the sand in the track, and that he had showed inattention or want of judgment in having gone so far over to turn round. The pilot was cautioned to be more careful in future.)

152. The British schooner SUNBEAM [of Bombay, register tonnage, &c., not reported, belonging to the Trustees of the Port of Bombay], was employed as Pilot

vessel No. 1. On the 11th July the schooner was at anchor three miles W.S.W. of the Outer light vessel, Bombay harbour, under reefed foresail, reefed staysail, No. 3 jib, and small mainsail. At 4-30 A.M., on the 12th, she experienced a heavy squall from W.S.W. with a heavy sea running at the time; the harbour master in charge of the schooner, double reefed the foresail and shifted jib with storm jib, but the fore leech-rope of the foresail was carried away, and the foregaff badly sprung in two places. The next day the *Sunbeam* proceeded up the harbour and was anchored off the Apollo bandar, where the damage was repaired on board the schooner. Value of damage not reported. No loss of life.

153. The British iron barque SEA QUEEN [of London, 873 tons register, official number 22087, age 24 years], from Gopalpur to Cocanada with a cargo of sugar, jaggery, rum, buffalo horns, and redwood. It appeared that she sailed from Madras for Gopalpur, and was on her way thence to Cocanada, being bound to London, when fire was discovered, on the 12th July at about 1 A.M., whilst she was 30 miles S.E. of Santipilly rock in latitude 17° 25′ N., longitude 84° 0′ E. (Madras coast), caused by two sailors broaching a cask of rum in the ship's lower hold in the forepart of the mainmast starboard side. The master immediately shortened sail and put the ship on the port tack, heading for land, going about N. W. The pumps were kept going all the time, and she stood on towards the land till 4 P.M., when she anchored in 12 fathoms of water, Santipilly peak bearing due west, about 20 miles off. At daylight the hatches were taken off and found all the water went below, but on observing the fire flaming up, got the fire hose down and subdued the flames. At 9 A.M. the hatches were closed, and after three quarters of an hour when they were opened again the ship was full of smoke. The master tripped the anchor and ran for Calingapatam, which she reached the same day at 5 P.M. On the 13th the Port Officer came with boats, but was unable to do anything, as the men had to leave the hold owing to the stench. The hatches were all closed again and the pumps kept going. When there were nearly three feet of water in the ship the crew stopped the forcepumps and started the ship's pump, allowing the water to run down into the hold, and finally, on the 19th, the fire was extinguished. The vessel proceeded to Calcutta, where she arrived on the 8th August, for the purpose of docking and repairs. Damage to ship, value between £3,000 and £4,000. She landed 1,602 bags of sugar and 280 bags of jaggery, all damaged; and jettisoned 2,010 bags of sugar and 305 bags of jaggery: all the rum, except three casks, were saved. Amount of damage not reported. Crew 28 men. One man was severely burnt, and was sent on shore for medical treatment at Calingapatam. (The two men, Benson and Ahlsted, both Swedes, after being tried by the Principal Assistant Magistrate at Calingapatam, had been committed to the Sessions Judge at Ganjam on two charges—(1), theft in a vessel under section 380; and (2) doing mischief under section 437. They were both found guilty on their own confession, and were sentenced each to six months' rigorous imprisonment.)

[A Court of Inquiry was held at the Port Office, Calcutta, on the 4th September, by the Joint-Magistrate of the 24-Pargannas, under Act IV of 1875, to inquire into the cause of the fire which occurred in the above vessel. The Court recorded that it appeared that the British barque *Sea Queen* was proceeding from Gopalpur to Cocanada to complete loading. She was off the Santipilly rocks, and about 30 miles from land, when at a quarter to one on the morning of the 12th July, an alarm of fire was raised by Benson, a Swedish seaman, who was himself badly burnt. It was found that the lock of the forescuttle had been picked or opened, and the hatch removed. The fire was found to exist in the vicinity of the mainmast, and by the smell was ascertained to proceed from burning rum, of which a large quantity was on board. Prompt measures were taken by the master and crew to steer the vessel towards the shore, and anchored the same evening off Santipilly. Finding they were unable to master the fire, she proceeded next day to Calingapatam to obtain assistance. Notice was sent to the Port Officer of Calingapatam, who came on board the morning after the ship arrived, and gave assistance with coolies and boats to pump the water and discharge or jettison cargo; but it was not till noon of the 19th that the fire was finally extinguished after considerable damage had been done to the ship and cargo. Two men, Benson and Ahlsted, both Swedes, were not before the Court, but were stated by the witnesses, who were duly examined, to have confessed to having been down in the hold to pilfer rum, and that whilst so engaged, the rum

became ignited. These men were tried at Berhampur and sentenced to a term of six months' imprisonment. The Court was of opinion that the evidence clearly showed that the fire was caused by the two men, Benson and Ahlsted, going down to where the rum was stowed, and whilst engaged in filling a bottle from the cask, accidentally set the rum on fire. The only other question that arose was as to whether any of the officers were remiss in leaving the scuttle hatch unlocked. In the absence of the second officer and the two convicts, Benson and Ahlsted, it was quite impossible for the Court to come to any decided opinion on this point. As the second officer had left for England in a steamer apparently with the view of bettering himself, it was of course possible that he had neglected to lock the hatch. The Court, however, stated that it did not think that any blame attached to any of the officers who had been examined, nor did the Court think the master wrong in allowing the second officer to go, inasmuch as he did not at the time know that any further inquiry was likely to take place. The master and crew appeared to have used every exertion to extinguish the fire and save the ship and cargo.]

The Lieutenant-Governor of Bengal accepted the finding of the Court, "that no blame attaches to the master or any of the officers of the vessel who were examined."

154 &. 160. The British iron three-masted schooner MOW HILL [of Whitehaven, 220 tons register, official number 74749], from Cape Town to Calcutta in ballast. On the 13th July the vessel was proceeding up the river Hooghly under pilotage charge, against the first quarter ebb; just as she headed from the Western Gut tracks the wind hauled round East from the E.S.E., and she would not lay across, but commenced to pay off towards the bank in the inset, when the pilot let go the anchor in 5 fathoms, and by the time she brought up there was only 2½ fathoms. The wind from the East blowing fresh, the pilot got a kedge anchor out from the bow with a view to get her head out into the tide, but she would not sheer out as she was in slack water; and when there was a good strain on the kedge, the pilot lifted the anchor and she having taken a cant towards the bank her heel took the ground quite close to Hope's obelisk. At 7 P.M. she floated, after being aground for 3½ hours. On the 16th, whilst canting in Fulta reach, the *Mow Hill* grounded slightly off the fort, but came off in a few minutes. No damage to schooner. No loss of life. (The casualty was accidental.)

155. The British iron screw steamer CLAN BUCHANAN [of Glasgow, 1,913 tons register, official number not reported], from Calcutta to London with a general cargo. On the 14th July, when about 60 miles to the southward of the Pilot station (Bay of Bengal), the vessel suddenly broke all the blades (four) of her propeller. The cause of the accident was not known. The engines were not racing, but going steadily, about 60 revolutions per minute, the steamer making about 10 miles an hour. She set sail, and put about for Sandheads and got a pilot on the morning of the 17th. The tug steamer *Bombay* took her in tow outside of the Outer lightship and brought her into Kedgeree. She then engaged the steam tug *Defiance*; the two steamers towed her to Garden reach, where she arrived on the evening of the 18th. She discharged her cargo with the object of tipping her stern up to 11 feet mark, and after having new blades put on to her propeller she re-shipped her cargo and proceeded on her voyage. No damage to vessel or cargo. No loss of life.

156. The British iron screw steamer ACHILLES [of Liverpool, 1,528 tons register, official number 55008], from Penang to London with a general cargo. At 9 A.M., on the 14th July, when in latitude 3° 42′ N., longitude 64° 53′ E. (Indian Ocean), one blade of the propeller was found broken off about two feet from the boss; cause unknown. No damage to hull or cargo. No loss of life.

157. The British iron screw steamer CITY OF MANCHESTER [of Glasgow, 2,046 tons register, official number 68050], from Calcutta to Liverpool with a general cargo. At 7-45 A.M., on the 14th July, the vessel was proceeding down the river Hooghly under pilotage charge; the pilot whilst keeping what he judged to be a fair channel course with Budge Budge light open, and considering the sand had encroached on the channel, the steamer grounded at low water on the edge of the sand a little below point Jelly; she floated immediately the tide rose at 8-30 A.M., having been aground for three quarters of an hour. No damage to the *City of Manchester*. No cargo lost. No loss of life. (It was reported that this casualty was due to an alteration in the channel.)

158. The British iron screw steamer ASSYRIA [of Glasgow, 1,495 tons register, official number 67980], from Singapore to Calcutta with a general cargo. The vessel whilst proceeding up the river Hooghly in pilotage charge on the morning of the 15th July, fouled the Nun buoy which was far in No. 2 track, James and Mary's. No damage reported to either vessel or buoy. No loss of cargo. No loss of life. (The casualty was reported as having been caused by the buoy off Hooghly being out of position.)

159. The British iron screw steamer BAGHDAD [of Glasgow, 809 tons register, official number 65600], from Bombay to Zanzibar with a general cargo. On the 16th July, when in latitude 18°42′ N., longitude 70°40′ E. (Arabian sea), the steamer met with heavy weather; two native galleys were carried away, fore-skylight stove in, and main port gangway washed away. Estimated value of damage to steamer, Rs. 574. No cargo lost. During the heavy weather two of the crew were washed overboard, one of them was drowned.

161. The British wooden ship ARUNDEL [of Bombay, 1,249 tons register, official number 44854, age 20 years], from False Point to Mauritius with a cargo of rice. On the 18th of July, when about 90 miles South-Eastward of False Point, in latitude 19° 19′ N., longitude 87° 43′ E. (Bay of Bengal), she met with heavy weather and sprung a leak, and was forced to put into Penang for safety. Damage to *Arundel,* value about $6,828. Cargo worth Rs. 2,000 was damaged and lost. No loss of life.

162. The British iron screw steamer CHINDWARA [of Glasgow, 1,533 tons register, official number 80442], from Calcutta to Bombay with a cargo of rice, gunnies, and coir yarn. The steamer had undergone repairs in Prince's dock, Bombay harbour, and on leaving the dock on the 18th of July, at about 1 P.M., when nearing the gates, at first the engines were ordered slow astern and then full speed astern; but the second engineer in charge misunderstood the order and went full speed ahead, thereby causing her to come into collision with the pier, breaking her stern and doing other damage to the plates of her bow. Estimated value Rs. 3,349. No damage to cargo. No loss of life.

163. The British iron screw steamer LENNOX [of Leith, 1,327 tons register, official number 82004], from Calcutta to the Straits and Hong Kong with a cargo of opium. At 10-45 A.M., on the 19th of July, the *Lennox* after having been at anchor midway between the Fulta flat buoy and the Upper Fulta mark, river Hooghly, the pilot on turning to proceed down, whilst a little more than half round, when the steamer *Japan* in passing struck the *Lennox's* stern with her stern, causing the following damages:—the *Lennox's* stern rail broken and stanchions bent, awning stanchions broken and several very badly bent, awning ridge pole and flagstaff broken, awning and side cloth split and rope broken, life buoy lost, and sundry small damages; value Rs. 200. No cargo lost. No loss of life.

[A Departmental Court of Inquiry was held at the Port Office, Calcutta, on the 6th November, to inquire into the cause of the above collision. The Committee, after carefully considering the evidence before it, were of opinion that the pilot of the *Lennox* was wrong in manœuvring the vessel in so narrow a channel. Under the circumstances, the main cause of the accident seemed to be the going ahead just immediately before the vessels came into collision, and the reason of his going ahead at all, when the two steamers were in the position portrayed in the evidence, seemed to the Committee to be to prevent the *Lennox* touching the eastern bank with a stern board, and doubtless his anxiety to avoid grounding engrossed his attention too exclusively to observe that his vessel, the *Lennox,* had gathered more way than sufficient to keep her clear off the bank. The Committee recorded that it will be seen, by the whole of the evidence given by the master and officers of the *Lennox,* that her master not being on deck was a great disadvantage to the pilot, and the evidence of the rest of the officers of the *Lennox* very unsatisfactory. The chief engineer's evidence of the S.S. *Lennox* was the best given; but, as will be seen, he asserted that from the orders he received the *Lennox's* course was more astern than ahead. This materially strengthened the Committee's opinion that the pilot moved his engines ahead to avoid touching the eastern bank, and that in so doing she gathered headway, when they should have been stopped immediately the *Lennox* had lost her sternway.]

The Port Officer observed that the *Japan* was in no sense an overtaking

ship under ordinary rules, as she had the *Lennox's* starboard side to her port-side; the latter vessel would have to keep clear. But in such a narrow channel, only 2,000 feet wide, the Committee considered the *Lennox* was improperly handled, and the Port Officer entirely concurred. He failed to see how one vessel was to be able to pass another safely if a vessel was manœuvred as the *Lennox* was, as it would be impossible to know on which side to pass. The Port Officer held the *Lennox* entirely to blame, and considered it was only the pilot of the *Japan's* prompt action that averted the most serious consequences. The pilot was cautioned to be more careful in future.

164. The British iron screw steamer JAPAN [of London, 1,865 tons register, official number 67329], from Calcutta to the Straits and Hong Kong with a cargo of opium. On the 19th July, the *Japan* under pilotage charge was proceeding down full speed in mid-channel abreast of the *Queen Anne* wreck buoy, whilst the *Lennox* was lying at anchor to the westward of mid-channel abreast of the upper Fulta mark with her head nearly fair up the river, coasting slightly with her stern to the eastward to the flood-tide which had just come in. The *Japan* was steering a course to pass to the eastward of the *Lennox*, there being more room on that side of her; but the *Lennox* weighed anchor and backed towards the eastern bank, her stern coming round all the time to the eastward, thus leaving the *Japan* no room to pass inside of her; so the *Japan* put the helm to port to go outside of her, and when about a quarter of a mile from the *Lennox* with her on the *Japan's* port bow, she moved ahead across the hawse of the *Japan*, thereby causing collision between the two vessels, upon which the *Japan's* engines were reversed full speed. The vessels, however, passed nearly clear of each other, the bowsprit of the *Japan* coming in contact with the starboard awning stanchions of the poop of the *Lennox*. The only damage done to the *Japan* was the setting up screw of her bobstay broken. No cargo lost. No loss of life.

165. The British iron ship DULEEP SINGH [of Liverpool, 1,198 tons register, official number 48769], from Liverpool to Calcutta with a cargo of salt. At 6 P.M., on the 20th of July, when 60 miles S. S. W. of the Eastern Channel lightship (Bay of Bengal), the vessel shipped a heavy sea, which smashed her two quarter boats, and broke the boat's skids, besides damaging several small fittings about the decks. Estimated value of damage not reported. No cargo lost. No loss of life.

166. The British iron screw steamer CALCUTTA [of Glasgow, 549 tons register, official number 67984], from Chittagong to Calcutta with a general cargo. On the 20th of July the steamer was proceeding up the river Hooghly under pilotage charge, and whilst going from the Crossing mark towards Melancholy point, steaming about 6 knots an hour, a Native boat, laden with 200 maunds of rice, was moving across the channel from Melancholy sand, bound up, and about three points on the steamer's port bow. The *Calcutta* put the helm hard-to-starboard and blew the whistle, but the boat managed to cross her bows to starboard; the pilot then steadied the helm, and as it could not possibly be kept to starboard any longer, as the steamer would have gone up the bank at the point, the boat put her helm up and tried to re-cross, when the pilot, finding that a collision was then inevitable, stopped the engines, but did not reverse them owing to there being a vessel towing up astern; the boat was run into and sunk. No damage to steamer. The boat had four men; two managed to climb on the steamer, one was picked up by a fishing boat, and a fourth was drowned. (The collision was caused by carelessness of boat.)

167. The British iron screw steamer MAHARAJA [of Liverpool, 1,666 tons register, official number 81268], from Singapore to Calcutta in ballast. On the 22nd July the vessel was proceeding up the river Hooghly under pilotage charge, and whilst the pilot was hauling her round close to the *Waterloo* wreck buoy on the first of the flood, a light squall struck her on the port beam; being very light "in ballast," she sagged down on the buoy and the pilot starboarded the helm to prevent fouling it. The *Maharaja* being in an unfavourable position for hauling into the gut and her not answering to her port helm very quickly, she grounded in No. 1 track, Eastern Gut, as she swung with her head to the sand. She backed full speed astern and floated for a few minutes, but touched again, and remained ashore for two hours when she floated. No damage to steamer. No loss of life. (The Port Officer recorded that as the casualty to the *Maharaja*

was not attended with any bad results, the pilot was cautioned, his explanation not being quite satisfactory. The pilot was not wholly blameless in the matter, having apparently not taken enough room in rounding the buoy.)

168. The British iron ship OITHONA [of Liverpool, 1,342 tons register, official number 63191], from Sunderland to Calcutta with a cargo of creosoted sleepers and steel rails. The vessel whilst proceeding up the river Hooghly, on the 22nd July, in pilotage charge and in tow of the steam tug *Hunsdon,* grounded on the last quarter flood in No. 2 track, Eastern Gut, at 1-50 P.M. The anchor was immediately let go, but before it could bring her up she drifted into No. 1 track. At 3-45 P.M. the *Oithona* was pulled off by the steamer *Hunsdon,* after being aground for two hours. No damage to steamer. No loss of life. (The accident to the *Oithona,* it was reported, occurred owing to a temporary shoaling of the water caused by the grounding of the *Maharaja* just before, and the pilot therefore was not to blame.)

169. The British iron screw steamer PURULIA [of Glasgow, 993 tons register, official number 78644], from Calcutta to Rangoon with a general cargo. On the 23rd July, at about 11-40 P.M., the vessel stranded on the S. W. edge of the Baragua flats, Gulf of Martaban (Burma coast); the cause of the accident was said to be due to insufficient allowance being made for the deviation of the compass, although the deviation was correctly recorded. The *Purulia* shortly afterwards got off without having sustained any damage. No loss of cargo. No loss of life.

170. The British Indian brig DANAH LETCHMY [of Negapâtam, 213 tons register, no official number], from Chittagong to Point de Galle with a cargo of rice and paddy. At noon of the 24th July, whilst moored off Alla Bux's godown, Kornafuli river (Chittagong coast), she was fouled by the schooner *Kurnafoolee.* The brig's patent truss bent, topsail sheets parted, the after rail broken, braces carried away, and doing other slight damage; value about Rs. 40. No cargo damaged. No loss of life. (The accident was caused by carelessness on the part of the schooner *Kurnafoolee.*)

171. The British Indian schooner KURNAFOOLEE [of Chittagong, 90 tons register, official number 20], from Narainganj to Chittagong in ballast. At noon on the 24th July, whilst dropping up the Kornafuli river (Chittagong coast), she came into collision with the brig *Danah Letchmy* off Alla Bux's godown. No damage to the schooner. No loss of life.

172. The British iron screw steamer CLAN CAMERON [of Glasgow, 1,585 tons register, official number 85913], from Calcutta to Marseilles and Genoa with a general cargo. On the morning of the 29th July, whilst the vessel was slowly proceeding down the Sankral reach, river Hooghly, under pilotage charge, on the last quarter ebb, the steam steering gear broke down, immediately the engines were stopped and the steamer went astern; but before she quite lost her way, or could connect the hand gear, the *Clan Cameron's* forefoot touched the right bank just above Sankral bazar, but so slightly that she never stopped. No damage to vessel or cargo. No loss of life. (The casualty was accidental.)

173. The British iron ship ST. MARNOCK [of Glasgow, 1,258 tons register, official number 58325], from Calcutta to Liverpool with a general cargo. On the 29th July, the vessel whilst proceeding down the river Hooghly in pilotage charge, and in tow of steam tug *Defiance,* on crossing from Melancholy point to the opposite bank, the ship and the steamer were caught in an eddy, and both going in different directions, although going easy at the time, the hawsers parted. The *St. Marnock* let go her starboard anchor with 30 fathoms cable, swung to her anchor and grounded on the eastern bank, a little above the Crossing mark at Jarmaker's reach. The tug at 10-15 A.M. went ahead and passed hawsers, and the vessel was towed off after having been aground for 2½ hours. No damage to ship. No loss of cargo. No loss of life. (The casualty was accidental.)

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174. The British iron three-masted schooner OSBURGHA [of Dundee, 346 tons register, official number 72546, age 7 years], from Natal to Rangoon with 150 tons stone ballast. On the 1st August, about 6-30 P.M., the vessel was proceeding up the Rangoon river in pilotage charge; when abreast of the Hasting's buoy in the Pegu river, on the east side of the channel, at high water,

ship hanging in stays, the pilot let go the anchor in 9 fathoms; shortly afterwards hove short to sheer off in mid-channel, wind N. W., when the tide caught her starboard bow and she lighted to 45 fathoms cable; by that time the schooner grounded on the Syriam bank, where she held on. The pilot seeing no means to get her off, and as the tide had fallen, he paid out chain and allowed the bow to come parallel with the bank, where she lay with a list to starboard, floating again about 3 A.M., having been aground for nearly nine hours. The schooner was placed on the gridiron for the purpose of examining her bottom, when it was found that the hull had sustained no injury. The only apparent damage done was the steering gear, which was carried away when swinging the vessel round with the flood-tide. No loss of life.

[A Court of Inquiry was held at Rangoon in the Deputy Commissioner's Court on the 12th August, under Rule XXIV of the Rangoon Pilot rules for the trial of the pilot who was charged with gross carelessness in having stood so close in shore at high water, when, he must have known, there was slack tide near the bank; also that he was culpably negligent, inasmuch as he did not use the proper means to prevent the *Osburgha* from tailing the bank. The Court was unanimously of opinion that the charge of gross carelessness and culpable negligence had not been proved, and attributed the accident to the chain having run out when the pilot was dredging out to mid-channel. The Court observed that as it was dirty weather, and after dark, the pilot should have been more prudent to wait till the morning to dredge out. The ship, however, was only drawing 8 feet 4 inches, and the Court did not consider that his conduct in trying to dredge out amounted to more than an error of judgment. The Court, therefore, recommended that the pilot be allowed to return to duty.]

The Chief Commissioner of British Burma remarked, that as the Court had acquitted the pilot of the charge preferred against him with regard to the grounding of the *Osburgha,* he would not interfere with the verdict, but ordered that the pilot be warned that his management of the vessel was open to criticism. From the evidence it appeared that the *Osburgha* was tacking up the river between 6-30 and 7 P.M. She made a track to the east side of the channel above the Hasting's buoy, and when she got close to the bank the pilot went about, but the vessel missed stays and he let go the anchor. This action brought the *Osburgha* about two ships' lengths, or 300 feet from the bank. After waiting half an hour the pilot tried to work out into the channel by heaving short on the anchor. When the anchor was a trip the schooner's head did not go out, but she went astern on to the bank. By the pilot's orders chain was then paid out, but before it was paid out the schooner's heel took the ground. There was nothing left to be done, but to bring her alongside the bank, where she lay aground till the next morning. The vessel's steering gear was injured, and she had to be placed on the gridiron for examination. The draft of the *Osburgha* seemed to have been only 8 feet 4 inches; but according to the evidence of Mr. McPhee, the place where she grounded would seem to have been quite out of the channel. The questions that arose on these facts were, why did the pilot approach so near the bank before putting back? With the wind in the direction it was, the schooner light in the water, and the ebb beginning to run, the pilot was bound to make allowances for these circumstances, and should have the prudence of making a short tack, or otherwise avoiding too close an approach to the bank. In the next place, why did the pilot delay half an hour, and why did he attempt to proceed after dark? In the third place, when he was so close to the bank, with the wind pressing him towards it, why did he not have recourse to other means of getting the vessel's head out? Lastly, what prevented the vessel's head from going out as it ought to have done? Was it because the helm was not put as it should have been, or because the vessel's heel was already aground? The Chief Commissioner observed that the proceedings did not furnish satisfactory answers to these questions. When a pilot grounds and injures a vessel, under such circumstances it is incumbent upon him to show that he acted prudently and cautiously in his handling of the vessel. If he fails to do this, the presumption is that his management was either rash, negligent, or unskilful. The Chief Commissioner recorded that it behoved the pilot to be more careful in future, more especially as his conduct as pilot had come five times under notice during the last five

years. He was punished on two of those occasions, though acquitted in three cases, when he got his vessels on shore in 1881.

175. The British wooden ship POLYNESIAN [of Quebec, 1,294 tons register, official number 411 (Bureau Veritas)], from Calcutta to New York with a general cargo. On the morning of the 1st August, the ship whilst turning in Garden reach a little above the Botanical Garden steps, river Hooghly, in tow of steam tug *Bombay,* and in pilotage charge, the steamer's hawser got slacked away too much and consequently came in towards the *Polynesian's* starboard side, when the ship slacked away her hawser. The tug very nearly recovered herself by the time that the ship got head down the river, but finding that the tug was getting rather too close to the bank above Garden house point, she stopped and reversed her engines, when her stern struck the *Polynesian* abreast the starboard mizen chains, damaging the latter's covering board and seven planks of her top sides under the starboard mizen channels, and started the forward chain plate of her mizen rigging. No sooner the vessel received damage, the pilot, with the request of the master, put the *Polynesian* back into moorings at Garden reach for repairs. Damage to *Polynesian,* estimated at between Rs. 3,000 and Rs. 4,000. The *Bombay* had some of her bulwark plates carried away in the stern, and her steering gear was injured. Value of damage, estimated at Rs. 1,113. No damage to cargo. No loss of life.

[A Departmental Court of Inquiry was held at the Port Office on the 3rd August, to inquire into the circumstances attending the above collision, whereby some damage was done to both vessels, and the *Polynesian* had to return to port to undergo repairs. The Committee, upon the evidence before them and from experience, was of opinion that the casualty in question was one of those cases that are attributable to the danger of leaving the port on or about the strongest time of tides in the year, the ship taking charge of the steamer instead of the reverse being requisite, and that under the circumstances it was an unavoidable accident.]

The Port Officer, in submitting the proceedings of the Court to the Government of Bengal, remarked that the tides were at the springs, and about the highest and strongest in the year, and therefore adopted the conclusion of the Court.

The Lieutenant-Governor of Bengal confirmed the finding of the Court of Inquiry.

176. The British iron screw steamer GOVERNOR [of Liverpool, 1,717 tons register, official number 84098], from Liverpool to Calcutta with a general cargo. On the 2nd August she was proceeding up the river Hooghly in pilotage charge, and after crossing the James and Mary's, when at Nurpur point, finding the ship *Blair Gowrie* in tow of tug *Defiance* apparently in difficulties off Fulta point, the *Governor's* engines were ordered to half speed; but when off Nynan village the pilot could not make out if ship and tug had hawsers fast or not, as both were lying head up the river abreast Fulta sand buoy and the bank, having a very limited channel to the eastward of them. The *Governor* after crossing the line of eddies below Fulta point, hugged the point, fearing a collision if she kept further out; and whilst off the pitch of Fulta point, the pilot observed the tug moving her paddles, then for the first time he perceived that one hawser was fast. As the tug moved her paddles, it altered their position more to the eastward, and the pilot ported the *Governor's* helm to bring her in a parallel line with the ship and tug; but in doing so, she caught the contrary current on the port bow, and although the helm was immediately put hard to starboard, the *Governor* first bilged and then ran up the point; the engines were reversed full speed astern, but was unsuccessful. At midnight tried to back her, but failed. On the 3rd had hawsers passed to tug *Challenge,* but without any result, and finally by the afternoon of the 9th she discharged about 1,500 tons of the cargo into boats. At 9-20 A.M. of the 10th, after the engines were reversed, the *Governor* floated immediately without any strain, sliding off straight astern. The vessel was aground for eight days, and on her arrival to town (Calcutta) was docked and repaired. Damage to *Governor,* value about Rs. 32,000. No damage to cargo. No loss of life.

[A Departmental Court of Inquiry was held at the Port Office on the 12th August, to inquire into the cause of the above casualty. The Court was of opinion that the grounding of the S. S. *Governor* on Fulta point was due to the

channel having been obstructed by the ship *Blair Gowrie* in tow of *Defiance.* The S. S. *Governor* being thus compelled to adopt a known dangerous manœuvre with the result that she grounded, and was of opinion consequently that it was an unavoidable accident.]

The Port Officer, in submitting the proceedings to the Government of Bengal, concurred with the finding of the Court, after carefully observing the circumstances of the case, that it was an unavoidable accident owing to the strength of the tide and the eddies at this dangerous point, and to the channel being partly obstructed by a ship towing up ahead of the *Governor*, which had also turned round by the eddies.

177. The French wooden barque INSULAIRE [of Nantes, 394 tons register, official number not reported], from Pondicherry to Calcutta in stone ballast. On the 3rd August the vessel, whilst proceeding up the river Hooghly in pilotage charge and in tow of *Court Hey,* with the wind very light from S. S. W. and a strong flood-tide, was drifted on to the Lower Western Auckland buoy, Saugor roads, which struck the *Insulaire* by the mizen rigging and passed under her counter, thereby damaging the upper part of the rudder slightly before getting clear. No damage to the buoy. No loss of life. (The collision was slight and accidental.)

178. The British Indian boat STREE VENKATASWERLOO [of Coringa, 61 tons register, no official number], from Cocanada to Chittagong. The craft left Calingapatam, and whilst near Tek Naaf (Chittagong coast) she met with a heavy gale, which made the tindal to let go an anchor; but the chain of this parted; he then let go the other anchor; the chain of it also parted, when she was driven ashore off Moungdotap, at the entrance to the Naaf river, on the 4th August. The boat subsequently got off. She was damaged; value Rs. 400. No cargo on board. No loss of life.

179. The British wooden ship GLAD TIDINGS [of St. John's, New Brunswick, 1,300 tons register, official number 66984], from Calcutta to Falmouth with a cargo of linseed for orders. On the 6th August the vessel, whilst proceeding down the river Hooghly under pilotage charge and in tow of steam tug *Electric,* anchored in mid-channel at Fisherman's point at 9 A.M., the usual anchorage from the tides, but owing to the tug not being able to weigh in time was compelled to remain all night. At 9-30 P.M. she appeared to have been riding easily at single anchor, and the pilot returned to turn in, taking the usual precaution of having a man at the wheel and an officer on watch. At 10-30 P.M. the ship took a very heavy sheer to port, dragged her anchor and 35 fathoms chain, and grounded on the Fulta sands before any steps could be taken to avoid the casualty. At 3 A.M. of the 7th, she righted herself and was towed off on the flood by steamer *Electric* after being ashore for about 5 hours. The vessel returned to town (Calcutta) for survey, being a wooden ship, and was anchored by the pilot at Garden reach. Damage to *Glad Tidings,* value about Rs. 13,000. No cargo lost. No loss of life.

(The casualty was caused by strong eddies, and no blame was attached to the pilot for this misadventure.)

180. The British Indian boat LUTUCKBAN [of Bombay, 4 tons register, official number 2281], from the Oyster rock to Carnac bandar with fish. At 8 A.M., on the 6th August, when leaving the fishing stakes off Oyster rock (Bombay harbour), she capsized in a squall between Dolphin light and Oyster rock. The boat was afterwards recovered and towed up to Wood bandar. No damage to boat. Cargo all lost; value Rs. 170. The crew, 9 men, were saved by the life boat belonging to the port of Alibág which was passing at the time on her way to Bombay.

181. The British iron screw steamer EGBERT [of North Shields, 1,111 tons register, official number 70394], from Calcutta to Bombay in ballast. On the 7th August, when about 35 miles to the South-Westward of the Eastern Channel lightship (Bay of Bengal), the vessel broke her crank shaft; cause unknown. She returned to Calcutta, and a spare crank shaft, which she had on board fitted. Value of damage not reported. No loss of life.

182. The British iron steam tug PRINCESS [of Bombay, 9 tons register, official number 82422], was employed as a tug in Bombay harbour. At 4-50 A.M., on the 7th August, when starting to tow the S. S. *Kerbela* from the British India Steam Navigation Company's dock, Bombay harbour, there being at the time 12 feet

10 inches of water at dock entrance, the starboard propeller struck against something at the entrance of the dock, breaking half one blade. The *Princess* afterwards towed the steamer out to a single anchorage off Prince's dock, experiencing no inconvenience, in doing so. No damage to hull. No loss of life. (Cause of the casualty was not reported.)

183. The British Indian muchwa KHENGTI [of Bombay, 7 tons register, official number 2149, age 28 years], from Karanja to Bombay with a cargo of firewood. On the 7th of August, at 4 P.M., whilst weighing anchor, the muchwa drifted on a rock at Karanja bandar, Bombay harbour, through the strong tide ebbing; she made a hole and was swamped, but was afterwards recovered. Little or no damage to both muchwa and cargo. No loss of life.

184. The French composite barque CREOLE [of Bordeaux, 346 tons register, official number not reported], from Karikal to Réunion with a cargo of rice. About the 12th of August she lost her mainmast during a hurricane encountered when off the Chagos Archipelago (Indian Ocean), about 1,500 miles from Réunion. Damage to hull, value not reported. Cargo, if any damaged, value not reported. No loss of life.

185. The British wooden brigantine VIGILANT [of Banff, 303 tons register, official number 62448], from Calcutta to Demerara with a cargo of rice. On the afternoon of the 15th August, the harbour master whilst hauling the vessel out from No. 1 Hastings' first berth at slack water, she took the point just north of the Tolly's nala, river Hooghly. Immediately ran lines to a vessel outside, and with her assistance tried to heave her off, but was unable to get her straightened up; also ran a wire hawser out astern and took it to the windlass, but that too failed. She remained aground till next flood-tide, when she floated off at 1-30 A.M. on the 16th; the vessel was hove off and placed in her berth again. The *Vigilant* was, in consequence, obliged to discharge her cargo, and was recommended by the Surveyors to be re-metalled and to undergo certain repairs in dock; which having been completed, she re-shipped her original cargo and sailed thereafter. Damage to brigantine, value Rs. 6,408; cargo Rs. 2,605. No loss of life.

[A Committee was held at the Port Commissioner's Office on the 21st August, to inquire into the cause which led to the grounding of the above vessel. The Committee recorded that the evidence in this case was not altogether satisfactory or in accord. The two able seamen called with the first officer on the part of the vessel were both foreigners, and very unfamiliar with the English language. They, however, testified to two very important facts. One witness stated that he slacked the starboard bow line by order of the first officer, and without the orders of the assistant harbour master in charge, at a time when there was a heavy strain upon it, and therefore at a time when it should have been carefully held on to counteract the tendency of the vessel's head to the shore. The other witness stated that the port bow line was slacked by him from the forward bitts, and not from the winch end, as stated by the first officer. The Committee was of opinion that the *Vigilant* grounded through the starboard bow line being slacked too much by the first officer, and the action of the tide out of Tolly's nala canting the vessel's stern out and bow in. The effect of the tide referred to was unexpected, and therefore unprepared for by the harbour master's inexperience. The harbour master's management of the vessel in all other particulars was all that it should have been. He should be acquitted of blame in this case, but warned to be prepared in future for an outset from Tolly's nala during the prevalence of the freshets.]

The Vice-Chairman, in reviewing the Committee's report, observed that this accident appeared to have been brought about by the mate of the ship slackening away the bow line without orders from the assistant harbour master, when the set of the tide from Tolly's nala, and probably the ebb in the river combined, canted the vessel round and grounded her on the river bank immediately north of the nala. The Vice-Chairman did not think the assistant harbour master was to be blamed. He had only been a few months in the Commissioner's service.

186. The British iron screw steamer BURMAH [of Glasgow, 675 tons register, official number 47818], from Basra to Bombay with a general cargo. It appeared that the vessel left Kurrachee harbour, and when about two miles S. W. of the Manora breakwater (Sind coast), it was discovered that a fire had broken out on board at 6 P.M. on the 16th August, and she had to put back.

Damage to steamer, value Rs. 1,370; cargo Rs. 8,600. No loss of life. (It was reported that it was mainly through the exertions of the Port Authorities at Kurrachee that the fire was so promptly subdued; had the steamer not put back in time, she would most probably have been totally lost. Great praise, was therefore, due to the Authorities for the energy and promptitude they displayed at a very critical moment. The Agents expressed by letter their high sense of the invaluable assistance rendered on the occasion. The cause was not known, but it was reported that some one on board had dropped a lighted match or coal amongst the bales of wool.)

187. The British iron screw steamer VIOLA [of North Shields, 1,270 tons register, official number 79226], from Cardiff to Aden with a cargo of coals. It appeared that she left Suez on the 16th August, and whilst proceeding down the Gulf of Suez, she stranded at 12-15 A. M., on the 17th August, on Rás Aba Bahn, near Rás Gharib, Red Sea. The following day the Indian Government steamer *Amberwitch* was despatched to render assistance, but she failed to tow her off. The *Viola* then jettisoned a portion of the cargo, but with no result. On the 21st the S.S. *Knight of the Bath* left Suez to try and get the *Viola* off, and after some attempts succeeded in floating her off on the night of the 22nd August. The *Viola* was aground for six days. Value of damage to steamer and cargo not reported. No loss of life. (It was reported that the casualty was caused through a set of current or in draught, but more probably mistaking Rás Gharib light for a steamer's light.)

188. The British wooden barque HYACINTH [of Penang, 344 tons register, official number 26155, age 21 years], from Cochin to Chittagong. On the 27th August the vessel was anchored at her moorings abreast of Alla Bux's godown, Kornafuli river (Chittagong coast), with lights burning, when the brig *Amiral Bahar* dragged her anchors and fouled the bow of the *Hyacinth*. The crew of the latter vessel then paid out chain and the two vessels separated. Damage to *Hyacinth*, value Rs. 50. No cargo on board. No loss of life. (It was reported that there was only one man on board the brig at the time.)

189. The British Indian brig AMIRAL BAHAR [of Chittagong, 203 tons register, no official number], from Point de Galle to Chittagong with a cargo of cocoanuts, coir, and cowries. The brig was at anchor off Monohur khali, in the Kornafuli river (Chittagong coast), when at 9 P. M., on the 27th August, she dragged her anchor and fouled the barque *Hyacinth*. Value of damage to brig, Rs. 160. No cargo lost. No loss of life.

190. The British iron ship KNIGHT OF THE THISTLE [of Liverpool, 1,357 tons register, official number 78782], from Calcutta to Dundee with a cargo of jute. On the 27th of August the vessel was proceeding down the river Hooghly in pilotage charge and in tow of steam tug *Bombay*, when about half a mile above Oolabaria the flood tide came in with a rush at 8-45 A.M., the ship sheered very broad first to port and then to starboard, the hawser parted, and the tug flew rapidly off to port, necessitating her being cast off. The *Knight of the Thistle* was brought up with her port anchor, and when sheering over to port, she touched the sand slightly. No damage to vessel or cargo. No loss of life. (The casualty was accidental.)

191. The British wooden barque MAY QUEEN [of Greenock, 285 tons register, official number 67915], from Rangoon to Rio Janeiro with a cargo of rice. The barque after leaving Rangoon experienced a series of heavy squalls with high confused sea in the Indian Ocean, which she strained a good deal, and sprung a leak on the 29th August, making about 4 inches of water per hour; and as the leak increased daily, the master decided on the 10th October, when in latitude 13° S., longitude 86° E., to bear up for Mauritius for repairs, which port she arrived on the 22nd October. The master had to cut away the topgallantmast, with all sails attached, and lost everything moveable about the decks; and had also to jettison some cargo. Damage to vessel and cargo, value not reported. No loss of life.

192. The Italian iron screw steamer BENGALA [ex *Livorno*, ex *Mecca*, of Genoa, 952 tons register, official number 10410], from Genoa to Calcutta with salt and a general cargo. On the 29th of August the vessel was proceeding up the river Hooghly under pilotage charge, and whilst passing Fulta point an eddy took her, and she made a run for the point; the helm was put hard-a-starboard and the engines eased, but unfortunately at that critical moment the

wheel chain parted; although the engines were stopped and reversed full speed immediately, the steamer ran up the bank before she lost headway. She remained aground 12 hours, when at 11-15 P. M. she backed off and proceeded up to Fisherman's point, where she anchored for the night. No damage to steamer. No loss of cargo. No loss of life. (The casualty was accidental.)

193. The British iron screw steamer KNIGHT OF ST. PATRICK [of Liverpool, 1,498 tons register, official number 84106], from Liverpool to Calcutta with a general cargo. At 11-45 A. M., on the 29th August, the steamer whilst sailing down the Red Sea, the weather being fine and clear, she stranded on a bank in the Dáhalak islands, in latitude 15° 49′ N., longitude 41° 0′. E. Efforts were made to get the vessel off, but to no avail. She remained on shore 36 hours, when after jettisoning about 92 packages of the cargo and shipping an anchor she floated. The steamer arrived at Aden on the 1st September, and having coaled she proceeded on her voyage. Damage to steamer, value about Rs. 6,000; cargo, value between Rs. 15,000 to Rs. 20,000. No loss of life. (It was reported that the casualty was evidently caused by some unknown bank not marked on charts.)

194. The British iron ship JORAWUR [formerly H. M. S. *Vulcan,* of London, 1,736 tons register, official number 60808], from Algoa Bay to Calcutta with a cargo of coals. On the 30th of August, whilst proceeding up the river Hooghly in pilotage charge, and in tow of steam tug *Challenge,* the vessel's port bow touched the black Nun buoy below Fulta point; the buoy was not seen at all as it was under water, and after being struck it was seen for a time, which was caused by its rebound, but it did not break adrift. The *Jorawur* was to the eastward of the buoy at the time of the casualty. No damage to either vessel or buoy. No loss of life. (It was reported that in consequence of the strength of the tides the buoy was moved from its position.)

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195. The British iron screw steamer CHILKA [of Glasgow, 1,497 tons register, official number 80424], from Bombay to Suez with a cargo of Government stores and mules, and 175 passengers. On the 28th August the vessel left the Prince's dock and proceeded on her voyage to Suez. On her passage across the Arabian Sea, she experienced moderate rough weather, until entering the Gulf of Aden. On the 3rd September, at 8-15 P.M., after getting into smooth water when in latitude 14° 09′ N., longitude 52° 49′ E. (entrance to the Gulf of Aden), the screw shaft and tube were found broken and the after-peak filling with water, thus rendering the steamer helpless. On the following day the *Chilka* was drifting to the northward towards the shore, and whilst a boat was being got ready and provisioned to send away to Aden for assistance, the Persian Steam Navigation Company's steamship *Henry Bolckow* hove in sight; distress signals were made, which she promptly answered, and took the *Chilka* in tow to Aden. As the towing steamer was of small size, and owing to the light breeze, however, it was found impossible and imprudent to proceed in that direction, so that the vessels turned round and made for Bombay. The *Henry Bolckow* then undertook the arduous task of towing her into Bombay harbour, making 1,169 miles in eleven days. Considering the time of the year and the small size and power of the *Henry Bolckow,* it was a dangerous duty for her, as she had to tow hard in, at times a heavy sea following. On several occasions the *Henry Bolckow* was in peril, and in case if her engines had broken down, she would have been inevitably run into and sunk. Damage to *Chilka,* value Rs. 11,795. No cargo lost. No loss of life.

196. The French iron screw steamer LAVRION [of Havre, 1,277 tons register, official number 2551), from Basra to London with a general cargo. On the 3rd September, at about 11 P.M., on entering the Outer harbour of Aden (South coast of Arabia), the master of the *Lavrion* by misjudging his distance from the *Langshaw,* his vessel came into collision with the latter. Value of damage not reported. No cargo damaged. No loss of life. (This casualty was caused by the master of the *Lavrion* having misjudged his distance from the *Langshaw.*)

197. The British iron screw steamer LANGSHAW [of Newcastle, 1,186 tons register, official number 70230], from Cardiff to Aden with coals and a

general cargo. At 10-45 P.M., on the 3rd September, the *Langshaw* was lying at anchor with a bright light hoisted in the Outer harbour of Aden (South coast of Arabia), when the the *Lavrion* coming to an anchor, her master misjudged the distance, resulting in a collision with the *Langshaw*. The vessel sustained considerable damage; value not reported. No damage to cargo. No loss of life.

198. The British wooden barque ZENOBIA [of London, 1,099 tons register, official number 30633], from London to Madras with a general cargo. At 5 P.M., on the 3rd September, whilst at anchor in Madras roads in 8½ fathoms water (Coromandel coast), the barque *Sophia Joakim* in leaving the roads, bound to Calcutta, had no sail on, but was working with a kedge, when she came into collision with the *Zenobia* striking her on her starboard bow, notwithstanding that there was ample room to go clear. There was at the time an ebb-tide, the weather being fine and wind from west. Damage to *Zenobia,* value about Rs. 200. Value of damage to *Sophia Joakim,* Rs. 265. No cargo lost. No loss of life. (The casualty could have been avoided by having sufficient sail on the *Sophia Joakim.)*

199. The British iron ship MYSORE [of Liverpool, 1,591 tons register, official number 58994], from Calcutta to London with a general cargo. At 12-30 P.M., on the 4th September, the ship, outward bound in pilotage charge and in tow of tug *Defiance*, turned round in Garden Reach, river Hooghly, and proceeded down at easy speed. At 1 P.M., whilst crossing from Melancholy point, the tug took a heavy sheer towards the opposite bank, the steamer's hawser was slacked away, and the *Mysore* starboarded her helm to try and recover the tug, but without avail. The *Mysore* took the ground on the mud bank opposite Melancholy point. Subsequently the tug went ahead and passed hawsers, when at 3-50 P.M., she got off and was anchored at Fisherman's point. The vessel was aground for two and a half hours. The *Mysore's* starboard towing chock (iron) partly carried away, and all the starboard forecastle stanchions, also starboard side light screen. Value of damage not reported. No loss of cargo. No loss of life. (The occurrence was due to strength of tide.)

200. The British Indian brig SHAW AHLUM [of 193 tons register, official number 9 of 1882, port of registry not reported], from Masulipatam to Rangoon with a cargo of tobacco, castor-oil, &c. At 6 A.M., on the 6th September, whilst in latitude 14° 14′ N. longitude 91° 12′ E. (Bay of Bengal), she experienced a gale; the mainmast was carried away five feet from deck, hull strained, &c. Estimated value of damage, Rs. 2,000. Cargo slightly damaged; value not reported. No loss of life.

201. The British iron brig CASSANDRA [of 280 tons register belonging to the Indian Government was employed on Pilot duties at the Sandheads. On the 7th September, at about 11 A.M., the barometer fell very rapidly, and wind blowing very hard from N. N. W.; an hour after it gained greater force, the brig being at anchor S. W. by W.½W. distant four miles of the Eastern Channel light vessel, veered out chain to the fifth shackle to water and sent the topgallant yards down. At 1 P.M. the barometer falling alarmingly quick from 29·40 to 29·25, the commander decided to slip and run to sea in consequence of the wind and sea having increased and the windlass being heavily strained. The brig, after knocking the pin out of the sixth shackle, shipped a tremendous sea, burying her forecastle under; the chain parted, and the commander, after slipping the remainder, kept the brig under canvas. In a quarter of an hour the barometer fell to 29·20, and the wind shifted to south, and an hour after it commenced to rise again, when the weather began setting fair. Damage to *Cassandra,* value Rs. 827. No loss of life. (It was reported that the *Cassandra* had doubtless been in the centre of a small cyclone, but happily not of hurricane strength, or of long duration.)

202. The Italian wooden barque ELVETICO [of Genoa, 646 tons register, official number 2774], from Maskat to Calcutta with a cargo of salt and dates. On the 8th September the pilot took charge of the inward-bound vessel, which was anchored at the Sandheads, with an easterly wind and heavy sea. The vessel in endeavouring to get underweigh in tow of tug *Challenge* on the following morning, wind south-east and weather looking threatening, she disabled her windlass, and was compelled to slip an anchor and 34 fathoms cable; Eastern

Channel lightship bearing E. N. E., distant about 6 miles. Damage to *Elvetico,* value Rs. 3,021. No cargo lost. No loss of life.

203. The British iron ship HANNIBAL [of Liverpool, 1,204 tons register, official number 45411], from Calcutta to Adelaide with a general cargo. On the 10th September, the vessel whilst getting underweigh in the river Hooghly under pilotage charge and in tow of tug *Cyclone,* when at Saugor roads in 9 fathoms of water, the ship's lower anchor hooked the light of a chain which compelled the pilot to slip it. Damage, value not reported. No damage to vessel or cargo. No loss of life. (The casualty was accidental.)

204. The Native craft NÁVDI SÁKARI [of Dwárka, 29 tons register, official number 49, age 20 years], from Surat to Dwárka with a cargo of wheat, dhal, tobacco, &c. The craft whilst leaving Surat was detained in the Tapti river on account of heavy rain; at midnight on the 10th September, owing to high flood, the anchor parted and she drifted down as far as Domus (Gulf of Cambay), where she grounded on a shoal. She was subsequently got off, sustaining damage to the amount of Rs. 600. Cargo, worth Rs. 1,472, was lost; the remainder, valued at Rs. 1,009, was recovered. No loss of life.

205. The British iron ship GREAT VICTORIA [of Liverpool, 2,268 tons register, official number 47465, age 28 years], from Liverpool to Bombay with a cargo of coals. It appeared that the cargo was entirely loaded by burrows lowered down the ship's hold after being carefully handpicked; was shipped in a dry state, and was well supplied with surface ventilators. The weather experienced on the passage was on the whole moderate, with the exception of four days off the Cape of Good Hope, when she had heavy westerly gales with a very high sea. On the morning of the 11th September, whilst 40 miles west of Bombay harbour (Arabian Sea), the weather was thick and hazy. At 5 A.M. the master having perceived smoke coming up the forehatch, he tried the thermometer and found the fire to be in the mainhold. The hatches were ordered to be battened down and the ventilators covered up. The master then with all haste steered in for the land under all sail, and subsequently arrived off Bombay harbour at 9-30 A.M. On anchoring the vessel at 1-30 P.M. inside the harbour in 5 fathoms water, the harbour water-boats were sent off and commenced pumping water into the coals. The discharge of the cargo was begun vigorously, and carried on for three nights and days, when finally the seat of the fire was reached; water pumped into the ship and the fire entirely extinguished. No damage to *Great Victoria.* Of the cargo about 3,028 tons of coal were damaged; estimated value Rs. 9,084. No loss of life. (The *Great Victoria* made a splendid passage of 85 days from Liverpool to Bombay. Had she not made such a quick voyage the ship would probably have been recorded as a total loss by fire at sea. The Agents congratulated the master on the safe conclusion of this perilous adventure. The origin of this fire was caused by spontaneous combustion of coal.)

206. The British Indian balliam HORRYPROSAD [of Málvan, 29 tons register, official number 2630], from Kol (Málvan) to Panvel. At about 1 P.M., on the 12th September, the craft, whilst proceeding to Málvan after having been newly painted, struck against the Domtra rock (Bombay harbour) and capsized; said to be caused by high sea and strong southerly winds. Damage to balliam, value Rs. 600. She was subsequently got off. No cargo on board. No loss of life.

207. The British Indian dingy SALLAMUTH [of Kurrachee, 16 tons register, official number 484, age 13 years], from Keti to Kurrachee with a cargo of rice and wool. On the 12th September, whilst steering her course to the bar at Keti, owing to the violence of a strong gale, she fouled the dingy *Hazarun;* the *Sallamuth* sprung a leak and sunk near the shore at Sodana, in the vicinity of the Seeta beacon (Sind coast). The dingy was afterwards recovered. Value of damage about Rs. 300; cargo about Rs. 200. Damage to the dingy *Hazarun,* value was not reported. No loss of life.

208. The Native battalla KADARI [of Cutch, 22 tons register, official number 580], from Maskat to Surat with a cargo of limestones and dates. The battalla had safely arrived at the Tapti bar and proceeded up the Surat river (Gulf of Cambay) for about 3 miles when, owing to the heavy flood tide, she was driven back to the bar and struck on a sand bank about 2 miles to the

south of the Tapti lighthouse at 5 P.M. of the 12th September. The battalla was afterwards recovered. Value of damage Rs. 1,000; cargo worth Rs. 224 was lost. Two lives lost.

209. The British iron screw steamer SIMLA [of Glasgow, 1,039 tons register, official number 80415], from Calcutta to Bombay with a general cargo. On the 16th September the pilot whilst turning the outward-bound steamer at Budge Budge, river Hooghly, in order to come to an anchor, the vessel unfortunately grounded on the right bank, just below the Bowreah mills, in consequence of the inability of the engineers to move the engines and go full speed astern, as they were directed to do. The steamer remained aground five hours, till the flood came in at 11-30 P.M., when, having succeeded in moving the engines astern, she came off as gently as she went on. No damage to vessel or cargo. No loss of life. (The casualty was accidental.)

210. The British Indian schooner GUNNY OSMAN [of Chittagong, 67 tons register, no official number], from Narainganj to Chittagong with a cargo of jute and sundries. At 4 P.M., on the 16th September, whilst the schooner was lying at anchor abreast Abdool Rohoman Katoo's godown, Kornafuli river (Chittagong coast), the brig *Gunny Osman* came into collision with her, thereby doing much damage to the schooner, amounting to Rs. 150. No cargo damaged. No loss of life. (The casualty was caused by carelessness on the part of the brig.)

211. The British Indian brig GUNNY OSMAN [of Chittagong, 159 tons register, no official number], from Narainganj to Chittagong. At 4 P.M., on the 16th September, the brig came into collision with the schooner *Gunny Osman* which was lying at anchor abreast Abdool Rohoman Katoo's godown, Kornafuli river (Chittagong coast). The brig sustained little or no damage. No cargo on board. No loss of life.

212. The British Indian dhoney SREE VENKATASWARULU [of Masulipatam, 65 tons register, official number 7], from Masulipatam to Vizagapatam and Balasore with a general cargo. During a storm on the 19th September, the dhoney stranded near Vizagapatam (Madras coast), and floated off again. No damage to dhoney; cargo worth Rs. 393 was lost. No loss of life.

213. The British iron ship STAR OF ALBION [of Belfast, 1,000 tons register, official number 49713], from Calcutta to London with a general cargo. The vessel was proceeding down the river Hooghly, on the morning of the 19th September, in pilotage charge and in tow of steamer *Hunsdon*. After rounding Fulta point a strong current of eddies took the ship and tug, in one of which the steamer got broadside on the ship's port beam, and the *Hunsdon* in endeavouring to recover herself fouled the *Star of Albion,* damaging herself and ship considerably. As the ship had sheered well over to the eastward of the eddy, immediately after the collision with the *Hunsdon,* the hawsers parted and the *Star of Albion* grounded on the flat, just below Nynan village. She came off at 2-45 P.M. after being aground for six and a half hours, and returned to town (Calcutta) for repairs. The *Hunsdon* struck the ship just abaft the front of the poop, the ship's jibboom unshipping funnel, and smashing after awning boom, starboard boat towing fender, all the rails, covering board and stanchions on starboard side, also breaking through the plating side of poop. Value of damage to *Hunsdon,* Rs. 2,000. The repairs to the *Star of Albion* effected at Calcutta, consequent on the collision with the *Hunsdon,* were only temporary, as recommended by the Surveyors, and that she was thoroughly repaired on arrival at London. The grounding of the ship apparently caused no damage. Apart from the loss caused by the detention of the *Star of Albion,* the estimated value of damage amounted to between Rs. 3,000 and Rs. 4,000. No cargo lost. No loss of life.

[A Departmental Inquiry was held at the Port Office, Calcutta, on the 30th September, to inquire into the conduct of the pilot. The Committee was of opinion that the collision of the steam tug *Hunsdon* with the ship *Star of Albion,* and consequent grounding of the latter vessel on the bank below Nynan, was an accident caused by a strong eddy off Nynan, which, from the state of the tides, was not expected by the pilot at the time of the casualty. The pilot appeared to have done his best to prevent the collision; but the Committee was of opinion that it would have been prudent to have eased the tug before reaching Fulta point, notwithstanding that the *Star of Albion* was a small vessel in tow of a powerful tug steamer.]

214. The British Indian wooden barque NEELAVATHATCHY [of Negapatam, 171 tons register, official number 16 of 1876], from Colombo to Negapatam in sand ballast. At 9 A.M., on the 19th September, the barque was lying at anchor in Negapatam roads in three fathoms of water (Coromandel coast); the brig *Nutherwoolie* in getting underweigh lost her way and got athwart hawse of the barque *Neelayathatchy,* coming in contact with the latter vessel's jibboom and bowsprit. Value of damage to *Neelayathatchy,* about Rs. 200. Damage to *Nutherwoolie* not reported. No loss of life. (This casualty could have been avoided if the master of the *Nutherwoolie* had dropped his anchor when he saw his vessel drifting on to the *Neelayathatchy.*)

215. The British iron barque BERAR [of London, 902 tons register, official number 48529, age 19 years], from Fiji islands to Calcutta in stone ballast. On the 19th of September, the ship in charge of an assistant harbour master was lying at anchor off No. 21 swinging buoy (river Hooghly) in the middle of the channel, ready to go to 21 buoy when vacated by the floating lightship, the *Scinde* came through the bridge with a flat on each side, proceeding down the river. The *Berar* was lying ebb at the time, and the flood-tide was along the shore. About two hours previously, and just before the steamer passed the *Berar* was lying fair ebb, but on passing she began to swing to the flood at a rapid rate, causing the flat in tow of the *Scinde* to graze along the side of the *Berar.* Value of damage Rs. 200. No loss of life. (The collision was accidental.)

216. The British iron paddle steamer SCINDE [of Calcutta, 700 tons register, no official number], from Calcutta to Dibrugarh with a general cargo. The vessel was an inland steamer, and on the 19th of September, at about 4 P.M., after coming through the Hooghly bridge (river Hooghly) with the flat *Debroo* in tow, was proceeding down, when owing to the crowded state of the river and both vessels being wind ridden, she unfortunately came into collision with the *Berar* lying off No. 21 swinging mooring buoy, carrying away the *Berar's* gangway ladder, platform, and a few stanchions of the poop rail, besides doing other damage to the lighter portions of her after upper works. The *Scinde* sustained trifling damage; value Rs. 50. No cargo lost. No loss of life. (It was reported that the *Berar* canted directly into the *Scinde's* track by the force of the wind (being anchored in the channel), thereby leaving no room between her and the buoy on the port side of the *Scinde.*)

217. The British wooden barque NEVADO [of Halifax, Nova Scotia, 647 tons register, official number 64851], from Calcutta to Aberdeen with a cargo of linseed. On the evening of the 20th September, just after sundown, and it being a bright moonlight night, the *Nevado,* in tow of the tug *Mary Stuart,* was proceeding down Diamond Harbour (river Hooghly) to anchor for the night at Kulpi. The *Savoir Faire* lying at anchor about 1½ miles from the Custom house bank with her head up stream. The *Mary Stuart* and *Nevado* were steering a course, which, had it been continued, would have enabled them to have passed the *Savoir Faire* without the slightest difficulty or danger, starboard side to starboard side. When within about 400 yards of the *Savoir Faire,* the master of the tug appeared to have gone on the bridge and taken the command out of the hands of his mate, and very soon afterwards (although the course they were steering was a perfectly open one) gave the order to port, followed almost immediately by hard-a-port, his object being to cross the bows of the *Savoir Faire,* and pass her port side to port side. The pilot of the *Nevado* shouted to him at once to starboard; but this order the master of the tug did not attempt to obey, but continued porting his helm. The result of this inexplicable manœuvre was that the *Mary Stuart* herself cleared the *Savoir Faire,* but the *Nevado* (at about 7 P.M.) came into collision with her bows and then swung alongside of her. The *Nevado* was so much injured that she had to return to Calcutta for repairs. Damage to *Nevado,* value Rs. 14,000; cargo worth Rs. 575 was damaged. No loss of life.

[A Marine Court was held at the Port Office, Calcutta, by the Chief Presidency Magistrate on the 6th, 9th, and 12th October, under Act XII of 1859, for the trial of the licensed steam tug pilot, in command of the steam tug *Mary Stuart,* who was charged with negligence, unskilfulness, or other default so as to cause the barque *Nevado* to come into collision with the ship *Savoire Faire,* which vessel was riding at anchor at Diamond Harbour. The jury were of opinion

that the master of the tug was guilty of negligence in not being on the bridge and directing the movements of the tug after dark, and of unskilfulness in crossing the hawse of the *Savoir Faire,* he having at the same time no previous knowledge of the course taken by the mate who had been in charge. The jury found that there was no reason to suppose that the master was intoxicated at the time. The Judge in this case entirely concurred with the verdict of the jury, and observed that there could be no doubt that the collision occurred solely through the fault of the master of the steam tug *Mary Stuart.* The Judge, in delivering judgment, said: "Captain Thomas is clearly to blame in my opinion—*firstly,* for not being on the bridge and in command of his own vessel after sundown in that part of the river; and, *secondly,* for attempting, when within about 200 yards of the *Savoir Faire,* such a rash and senseless manœuvre as to cross her bows, when, by continuing the course the *Mary Stuart* was steering, the vessels would have passed one another in safety. I have inflicted the severest punishment allowed me under the rules, but it seems to me to be somewhat inadequate to the offence." The Judge, accordingly, sentenced that the license of the master of the tug be suspended for the term of twelve months.]

The Acting Port Officer, in submitting the proceedings of the Court for the orders of Government, recorded that he concurred with the finding of the Court; the catastrophe was entirely due to the master of the steam tug's incomprehensible act, porting the helm of the *Mary Stuart* on his own responsibility (without the concurrence of the pilot of the *Nevado*) at a time when to have continued the then course meant perfect safety. Orders countermanding the order to port were given by the pilot from the *Nevado* and heard by the chief engineer of the *Mary Stuart;* but that witness stated his impression that the orders in question were addressed to the helmsman of the *Nevado.* The master of the tug's action in this matter showed incompetence, and the sentence passed by the Marine Court (though the extreme penalty provided in the schedule for the offence), was, the Judge remarked in his written judgment, inadequate to the offence. The Acting Port Officer was of opinion that it was so grave as to merit the cancellation of the master's license.

The Lieutenant-Governor of Bengal concurred in the finding of the Court that the master of the steam tug *Mary Stuart* was guilty of negligence in not being on the bridge and directing the movements of the tug after dark, and of unskilfulness in crossing the hawse of the *Savoir Faire,* and accordingly confirmed the sentence passed by it that the license of the master be suspended for a term of twelve months.

218. The British iron ship SAVOIR FAIRE [of Liverpool, 1,396 tons register, official number 47608], from Calcutta to Liverpool with a general cargo. At 7 P.M., on the 20th September, the *Savoir Faire,* in pilotage charge and in tow of tug *Enterprize,* was lying at anchor in the river Hooghly in 11 fathoms of water with 40 fathoms port bower chain to the windlass, Diamond Harbour Custom House bearing N.E. ½ E. by compass, and ship's head West; with Hooghly point house right ahead, and being well out near the edge of the sand. The *Nevado* in tow of *Mary Stuart,* in attempting to turn round, came across the *Savoir Faire's* bow, the *Nevado's* port bow in collision with the *Savoir Faire's* stern carrying away the jibboom, bobstays, head gear, &c., of the latter vessel, thereby necessitating her to return to Calcutta for survey and repairs. Value of damage to *Savoir Faire* not reported; cargo not reported. No loss of life.

219. The British iron screw steamer BRITISH KING [of Liverpool, 2,278 tons register, official number 84084], from Calcutta to London with a general cargo. On the 22nd September the vessel being in pilotage charge had just crossed Moyapore flat No. 2 track, and having deepened her water to a quarter less five, the pilot ordered the helm, which was a little to port, to be hard-a-port; but as she did not answer it as quickly as was needful, she slid up the bank right abreast of the Moyapore creek, and little below the Magazine. The vessel laid nearly parallel with the bank, and being aground for four days, floated off at 9-56 A.M. on the 25th, after having discharged a portion of the cargo into boats. The steamer proceeded and anchored at Diamond Harbour, whence she reshipped her cargo and continued her voyage in safety. No damage to vessel or cargo. No loss of life. (It was reported that the casualty was apparently due to an accident, the result of the steamer not answering her port helm as speedily as required.)

220. The British Indian muchwa DARIA DAULAT [of Bassein, 4 tons register, official number 2,314], from Kardee to Bassein with a cargo of grass and paddy. At 3 P. M., on the 23rd September, during a strong wind the sail became unmanageable, and the muchwa capsized opposite the Joona salt works, Bassein creek (Bombay coast). She was subsequently recovered. Slight damage to muchwa and cargo. No loss of life.

221. The Turkish wooden ship FÂZEL KERIM [of Jiddah, 1,012 tons register, official number 26417], from Masket to Calcutta with a general cargo. On the 28th September the vessel, whilst proceeding up under topsails, in the lower part of Saugor roads, river Hooghly, in pilotage charge, and in tow of tug *Enterprize*, was keeping a weatherly track, the wind being E. N. E. At 4 P. M., when about a mile below the Middleton spit buoy, the ship took the ground and remained so till 5-20 P. M., when she floated, being ashore a little more than an hour. No damage to ship or cargo. No loss of life. (The casualty was reported as being caused by the sand having encroached into the channel, or a lump having formed.)

222. The British iron barque HIGHMOOR [of Lancaster, 1,113 tons register, official number 62306], from Cape Town *vid* Madras to Chittagong in ballast. On the 29th September, at about 4 P. M., the barque was proceeding up the Kornafuli river (Chittagong coast) under topsails, foresail, jibs and lower stay sails, with wind south, moderate; after entering the Outer bar channel, in luffing the vessel up, the ebb tide running strong, took her on the port bow, when she grounded on the Patunga sand, the Outer black buoy bearing West, magnetic, and the Norman point beacons, S.E. She was aground for seven hours. No damage to hull or cargo. No loss of life.

223. The British iron ship COLUMBA [of Liverpool, 1,748 tons register, official number 84118], from Cardiff to Calcutta with a cargo of coals. On the 30th September the vessel after having shot over on the last of the ebb to get underweigh, the chain parted at 4 A. M., the Intermediate lightship bearing S. E. ½ E., distant 1½ miles, and the Lower Gaspar lightship N. ½ W., distant 12 miles, in 5¾ fathoms of water. The *Columba* after parting the chain, when running up with topsail hanging loosed and jib set, ship's head N. by E. by compass, the Lower Gaspar lightship two points on the port bow bearing N. by W., wind south and having good two to three knots weigh, the tide set her further to the westward than the pilot anticipated, when she unfortunately bumped five times slightly on the tail of the Middle Ground (Sandheads). She had apparently received no damage. No cargo lost. No loss of life. (The accident was attributed to the compass being out and the tide setting the ship over more to the westward than what the bearing by compass showed.)

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224. The British iron screw steamer BRITISH KING [of Liverpool, 2,878 tons, register, official number 84084], from Calcutta to London with a general cargo. The vessel arrived at Point de Galle harbour on the 30th September, and took in 176 tons of coals for ship's use. The British India Steam Navigation Company's S.S. *Colaba* was proceeding up the harbour on the 1st October, and the *British King*, when leaving under pilotage charge, had to starboard her helm, as the *Colaba* was crossing her bows and was heading for the Cadda buoy about N.W., the *British King* unfortunately struck heavily at 1-16 P.M. on the Para patch (South coast of Ceylon), owing to the pilot's error in keeping the helm too much to starboard. She got off after jettisoning about 300 bags of seeds and a few chests of tea. Finding that the vessel was rapidly filling in the afterholds, the master resolved to make an attempt to reach Colombo, where she would be beached with safety. On arrival at Colombo at 10 P.M., Mr. Delmege boarded the vessel, and procured coolies and lighters to lighten her. She was at once beached, and after being temporarily repaired and discharged cargo, she sailed on the 9th for Bombay for docking and repairs. Value of damage to *British King*, Rs. 85,000; cargo, approximately £20,000. No loss of life.

[A Court of Inquiry was held at Colombo, when it exonerated the master and warmly praised him for the energy he displayed in venturing into Colombo to save the ship. The pilot was censured.]

225. The British iron screw steamer BENGAL [of London, 1339 tons register, official number 30709], from Bombay to Aden, Hodeidah, and Jiddah with passengers (pilgrims), and a general cargo. The steamer called at Kamáran (Yemen district, Arabia), and went through quarantine of five days. On the 3rd October, at about 2 P.M., whilst attempting to leave Kamáran harbour, she grounded on a spit off the entrance to the harbour (Red Sea). Next day a Turkish gunboat made ineffectual attempts to tow her off. At noon of the same day the S.S. *Columbian* was signalled; she proceeded to her assistance and tried to tow her off on the 5th, but without success. The *Columbian* then proceeded to Kamáran and embarked the pilgrims landed by her. On the 7th the *Columbian* recommenced towing, when the *Bengal* was got off after two hours, and arrived at Jiddah on the 10th. Damage to *Bengal,* value not reported. No cargo lost. No loss of life.

226. The British wooden ship CUMBERLAND [of Amherst, Nova Scotia, 1,555 tons register, official number 71326], from Calcutta to Falmouth with a cargo of jute. The vessel, whilst dropping down Garden Reach, river Hooghly, on the 4th October, under pilotage charge and in tow of tug *Enterprize,* came into collision with the ship *Crusader* lying at anchor in the reach. The *Cumberland's* spanker boom sprung, six wooden awning stanchions broken, and skylight slightly started; estimated value not reported. No damage to cargo. No damage to *Crusader.* No loss of life. (The collision was unavoidable.)

227. The British wooden barque BRITOMART [of South Shields, 500 tons register, official number 62981], from Maulmain to The United Kingdom with a cargo of teak timber. At 7 P.M. on the 6th October the *Chippewa* dragged anchor from her moorings and grounded in Mopoon bight, Maulmain or Salween river (Burma coast), at nearly low water. The *Britomart,* in consequence of which she parted anchor and chain and steered into the *Chippewa,* thereby sustaining damage to spars, mizen boom, gaff, taffrail, &c., valued at £120. The anchor and chain was subsequently recovered. No loss of cargo. No loss of life.

228. The British wooden barque CHIPPEWA [of Glasgow, 1,072 tons register, official number 47179], from Maulmain to The United Kingdom with a cargo of teak timber. At 7 P.M. on the 6th October the *Chippewa* dragged anchor from her moorings and grounded in Mopoon bight, Maulmain or Salween river (Burma coast), alongside of the *Britomart* at low water, sustaining no damage, causing an eddy tide, through which the *Britomart* parted her anchor and chain, and sheered into the *Chippewa,* thereby doing slight damage to port rail, &c., value not reported. No cargo lost. No loss of life.

229. The British Indian padow RUPAREL [of Broach, 48 tons register, official number 1633, age 24 years], from Broach to Calicut with a cargo of cotton twist, grain, &c. The padow after leaving the Narbada river arrived off Poorna creek, where she had to anchor off Váusi (Gulf of Cambay), the weather being stormy at the time. After it moderated, on the 6th October, she attempted to leave the creek; and whilst the padow was swinging near the bar, her anchor, which was not properly hauled up, knocked against her side, which caused her to leak. She began to make water considerably, and was taken to Surat. Value of damage to padow, Rs. 700; cargo, worth Rs. 5,866, was lost, and Rs. 2,000 damaged; the remainder, worth Rs. 6,984, was recovered. No loss of life.

230. The British iron ship VISCOUNT [of Liverpool, 1,270 tons register, official number 69298], from Mauritius to Calcutta in ballast. On the 6th October the vessel parted from the port bow anchor and 35 fathoms of chain whilst in the act of bringing her to an anchor at sunset in Royapore reach, river Hooghly, in seven fathoms of water. The anchor and chain were subsequently recovered and placed on board a day or two after. No damage to hull. No loss of life. (The cause of this accident was not reported.)

231. The British iron screw steamer CHILTERN [of London, 832 tons register, official number 56155, age 15 years], from Port Said to Suez with telegraph cable. At 6 P.M., on the 7th October, the engines whilst going astern in the Suez canal (Red Sea), her propeller blade touched the bank and was knocked off. No damage to hull or cargo. No loss of life.

232. The British Indian pattimar YESSVENTY [of Bombay, 31 tons register, official number 3858, age 15 years], from Málvan to Cochin. On the 9th October the pattimar came into collision with a steamer (name unknown) near

Kurvoy, about 8 miles north of Cannanore (Malabár coast). Damage to pattimar, Rs. 100. No cargo on board. No loss of life. (The collision could have been avoided by the tindal of the pattimar obeying the rule of exhibiting Regulation lights).

233. The British Indian battalla FATTEKHER [of Kurrachee, 46 tons register, official number 181], from Kurrachee to Broach with a cargo of rice. On the 12th October, at midnight, the battalla touched upon the Kodrá Bet rock (Gulf of Cambay), owing to the tindal's ignorance of the coast. She was got off after having thrown overboard 112 bags of rice. Damage to battalla, value Rs. 25; cargo worth Rs. 56 was lost, and a portion valued at Rs. 120 was damaged. No loss of life.

234. The British wooden ship LANARKSHIRE [of Glasgow, 1,422 tons register, official number 48190, age 18 years], from Singapore to Calcutta in ballast, calling at Amherst for orders. The vessel, it appeared, anchored on the night of the 11th October very near the entrance to Maulmain or Salween river (Burma coast), and on the early morning of the 12th was boarded by the pilot. The vessel, whilst being shifted on the flood tide into usual anchorage off Amherst, grounded at 9 A.M. to the eastward of the Patch buoy, distant about a cable. She hung by the stern and was thumping slightly at times. She got off about half an hour afterwards. The vessel arrived off town (Maulmain) on the 24th November, and having been placed on the hard, was found not to have sustained any injury. No loss of life.

[A Court of Inquiry was held at Maulmain, in the Assistant Commissioner's Court, on the 13th and 16th December, under Rule XXVI of the Pilot rules, to inquire into the conduct of the pilot, who was charged with carelessness and unskilfulness. The Court having duly considered all that had been brought before it, was of opinion that—(1) the ship *Lanarkshire* was found by the pilot in the position stated by him, and not in that pointed out by the master; (2) that the position in which the master placed his ship was a dangerous one; (3) that in not at once informing the master that the ship was in a dangerous position the pilot erred greatly; (4) that the pilot having suspected the dangerous position of the ship before daylight, should directly, on learning the real position at daylight, have moved the ship; and that, even after being cautioned by pilot Watts, he did not commence to move for some time after; (5) that finding the ship drifting on the Patch, the pilot erred in not letting go the anchor on the chance of holding, and that the ship grounded owing to his not having done so; (7) finally, the Court was of opinion that the accident was due partly to the dangerous position in which the master placed his ship, and partly owing to the neglect and carelessness of the pilot in not moving her earlier, knowing of the danger; and when finding the ship was drifting on to the Patch, in not letting go the anchor. The Court also seriously noticed the careless manner in which the pilot's report of the occurrence was worded, seeing that the bearings of the ship, as given by him in the report, differed distinctly from those given by him verbally to the Court. The Court, therefore, considering the small amount of damage done to the ship, the short time the ship grounded, and the inexperience of the pilot, recommended that the pilot be seriously censured; and that to make him more careful in future, his license be reduced to 18 feet draft for two months.]

The Commissioner of the Tenasserim Division, on reviewing the proceedings of the Court, remarked that the ship *Lanarkshire* arrived at Amherst on the night of the 11th October, and was boarded by the pilot the following morning. As the position of the vessel was not the usual one for ships lying at Amherst, she was moved towards a safer anchorage in the course of the morning of the 12th; and whilst this operation was being carried out, she grounded on what was called the Patch near the entrance to the river. No report of the accident was received for nearly a month after it occurred, owing, it was said, to the absence of the master of the ship at Rangoon; and there was some further delay owing to the vessel having remained at Amherst for some time before she came up the river. On her arrival at Maulmain town, however, the master having attributed the accident to the unskilfulness of the pilot, the present inquiry was ordered. The master of the *Lanarkshire*, who anchored her in the place when the pilot boarded her, seemed to have considered he was justified by the Sailing Directions in doing so; but he gave that position very

differently from the pilot. Even according to his own showing, it was however very much to the north and near the reef than what was marked on the chart as "the anchoring ground;" and the observations from which that position appeared to have been ascertained were open to the gravest doubt owing to the fact that a very material alteration was made in the log five days after the occurrence, and that the bearings given in the ship's and the official log did not appear to have been identical. The Court found that the pilot's description of the position in which the vessel was originally anchored was the correct one, and there was no reason to doubt the substantial correctness of that conclusion. The question, however, was not so much the exact position of the vessel as found by the pilot, but whether he, after boarding her, took the proper measures for extricating her from that position. On this point the Court found against him on the grounds that he ought at once to have warned the master of the dangerous position the ship was in; that he ought to have taken measures for extricating her from that position at daylight, or at least after his attention was particularly drawn to the subject by pilot Watts; and finally, because, when he did move the ship and found her drifting towards the Patch, he ought to have let go the anchor. The pilot's defence was that he was, from the first, aware of the dangerous position the vessel was in, but was dubious as to how to get her out of that position till a breeze sprang up. The recorded evidence, and the pilot's own conduct, did not, however, bear out this view, but rather tended to the conclusion that the pilot by no means realized the danger till apprized of it by Mr. Watts; for if he was aware, as he ought to have been at least at daylight, of the danger, he most certainly ought to have informed the master of the vessel of it, which he plainly did not do; and further, according to the evidence of his own witness, Watts, he ought at daylight to have proceeded to move the ship, and when he found her drifting on the Patch, should have dropped his anchor; whereas on his own showing he did not attempt to move her till the last of the ebb, neither did he attempt to bring her up with the anchor when she was drifting. The Commissioner of the Tenasserim Division concurred, therefore, with the Court in thinking that the pilot showed great want of skill, if not of care, on this occasion. The Court had recommended that he be severely censured, and his license reduced to one of 18 feet for two months; and they appeared to have based this recommendation on the small amount of damage done and on the pilot's inexperience. The Commissioner of the Tenasserim Division did not concur in this recommendation; but observed that the small amount of damage sustained seemed to have been due more to good luck than to the pilot. He was severely censured no longer ago than March in a case when, had it not been for the departure of the ship concerned (*British Empire*), a Court of Inquiry would have been held, followed most probably by a more severe punishment; and even since the accident to the *Lanarkshire* his want of care had endangered another vessel (the steamer *Madura*). The Commissioner of the Tenasserim Division therefore directed that the pilot's license be reduced to one of 18 feet for six months from the 19th December.

235. The British iron screw steamer REWA [of Glasgow, 2,623 tons register, official number 85496], from Colombo to London with a general cargo. At 7 P.M., on the 12th October, whilst in latitude 8° 18′ N., longitude 71° 41′ E. (Arabian sea), after crossing the Nine Degrees channel the high pressure piston bent and the cylinder casing broke; cause unknown. No damage to hull or cargo. No loss of life.

236. The Native craft LABHSAWÁI [of Bet, Gujarát, about 30 tons register, official number and age not reported], from Broach to Dwárka with a cargo of cotton seeds and wheat. The craft set sail and reached Verával on the 12th October, at which port she took on board a part cargo of moong and then steered for Dwárka. At about noon of the 13th whilst the craft was half a mile outside the Chorvad harbour (Káthiáwár coast), she was blown over by a heavy gale of wind; and having filled with water, the crew quickly launched a canoe belonging to the craft, and safely reached the shore. The craft was subsequently recovered and taken into Verával. Damage to *Labhsawái*, value not reported; cargo all lost, value not reported. No loss of life.

237. The British iron screw steamer PESHAWUR [of Greenock, 2,131 tons register, official number 65641], from London to Australia with the Australian mails, 147 passengers and a general cargo. It appeared that the vessel left

London on the 14th September, and Colombo on the evening of the 14th October, for Australia. All went well until the 15th, the evening being beautifully fine and clear. The third officer, who was on watch, noticed a large ship (the *Glenroy*) at about 9 P. M. on the starboard bow with all sails set. He alleged that when first seen, the ship had no lights visible. Two minutes afterwards a red light was shown; and as the third officer did not consider there was room to port and go under her stern, put the helm hard-a-starboard. The master immediately rushed on to the bridge, and seeing the danger of his steamer continuing her course, he gave orders to stop the engines, and a second order to go full speed astern in order to allow the sailing ship to pass. Unfortunately at this moment the *Glenroy* also changed her course in place of following the strict regulations to keep away or port—the wind being on the *Glenroy's* port quarter—she luffed right up, starboarding her helm and coming right into the *Peshawur*. The steamer's engines were stopped and reversed full speed astern, but to no avail. The *Glenroy* came into collision with the *Peshawur* at 9-10 P. M., when about 240 miles S. E. of Point de Galle, in latitude 2° 10′ N., longitude 82° 36′ E. (Indian Ocean), striking her abaft main rigging, cutting four feet into the deck and cutting down to within three feet of water, splitting and twisting up the iron plating below the main deck. The steamer's engines were stopped and the *Glenroy* drifted away. The *Peshawur* in trying to free herself got her bulwarks, for 25 feet, carried away; also the gangway ladder, the life boat and the cutter; smashed the standard compass bridge, the master's cabin and broke one of the booms. The master of the *Peshawur* gave orders to steam back close to the ship, and he sent a boat in charge of the second officer to ascertain the extent of the *Glenroy's* injuries and to enquire if she wanted any assistance. The master of the *Glenroy* reported that the bow of his ship was completely knocked away, the fore compartment was full of water, foremast badly sprung, and the ship making water through her foremast watertight bulkhead. She being an old iron ship of 25 years' standing, requested that the *Peshawur* would stand by him all night. When day dawned the *Peshawur* endeavoured to make fast to the *Glenroy* in order to tow her into Point de Galle harbour, but the hawsers broke several times. Ultimately two wire hawsers were made fast to the *Glenroy*, and this succeeding admirably, the steamer made sail towards land; only five knots per hour being the speed allowed, because the *Glenroy* was making water very fast, notwithstanding all hands were at work at the pumps. On the morning of the 19th they arrived off Point de Galle where the *Peshawur* signalled and obtained a pilot boat which took off the mails, and in the afternoon the vessels safely reached Colombo. Value of damage to *Peshawur* not reported, as she had to be repaired in England. No cargo lost. No loss of life. The ice man, a native, was severely wounded by an immense block of iron falling on his legs. He was attended by two doctors, and found to have sustained fractures in two places.

[A Court of Inquiry was held at Colombo, in the District Judge's Court, to investigate the circumstances which led to the collision between the *Peshawur* and the *Glenroy*. The Court acquitted the master of the *Peshawur* of all blame, and sentenced the master of the *Glenroy* to have his certificate suspended for six months.]

238. The British iron barque GLENROY [of Calcutta, 1,139 tons register, official number 3242, age 28 years], from Mauritius to Madras in ballast and 400 emigrants. The barque on the night of the 15th October, when in latitude 2° 10′ N., longitude 82° 36′ E. (Indian Ocean), came into collision with the steamer *Peshawur*. The *Glenroy's* bowsprit had gone and the bows smashed in; she sprung a leak and was towed into Colombo by the S. S. *Peshawur*. Value of damage to barque about Rs. 40,000. No loss of life.

239. The British iron barque COUNTESS OF ROTHES [of Dundee, 738 tons register, official number 75183], from Akyab to Chittagong in ballast. On the 15th October the barque whilst coming to an anchor in the Kornafuli river (Chittagong coast), the pilot misjudged the distance from the bank, and in swinging she touched the bank off Moish khali; but as the tide rose she swung round to her anchor. No damage to hull. No loss of life.

240. The British iron ship AMYONE [of Liverpool], 1,300 tons register, official number 69295], from Singapore to Sandheads with 700 tons stone ballast. The vessel anchored at noon of the 12th October at the Sandheads,

the Eastern Channel lightship bearing South, distant five miles. On the 15th she experienced strong breeze from E. S. E. with very strong squalls, and a confused sea; ship rolling heavily, the master anchored in 9 fathoms with starboard anchor and 90 fathoms chain which parted at 60 fathoms at 3 P. M.; the crew immediately let go the port anchor and paid out 130 fathoms. She rode out the gale, having sent down the topgallant yards to ease ship previous to casualty, and got on deck a spare anchor (36 cwt.) and bent on to remainder of starboard chain. Value of damage, Rs. 2,500. No damage to hull. No loss of life.

241. The British iron ship LOCHEE [of Dundee; 1,728 tons register, official number 68273], from Calcutta to London with a general cargo. On the 15th October the vessel was proceeding down the river Hooghly in pilotage charge, and in tow of tug *Enterprize;* and whilst in the act of turning, a fresh breeze blowing from the eastward, the ship shot across, and when nearly head down the river, touched the bank a little below Gordon Stuart's yard at Garden reach. The *Lochee* floated at 11 A. M., after being aground for half an hour. No damage to vessel or cargo. No loss of life. (The accident was unavoidable.)

242. The British composite brig COLLEROON [of 361 tons register, belonging to the Indian Government], was employed on Pilot duties at the Sandheads. The vessel was lying at anchor in 8½ fathoms of water, wind E. S. E., the Eastern Channel lightship bearing E. ¼ N., distant three miles. On the morning of the 13th October she signalled the inward bound steamer *Quetta* to send a boat in order to give her a pilot, and twenty minutes after she came alongside; her port boat was being got ready when close to, on the *Colleroon's* starboard beam, the *Quetta's* course was altered, and angling the brig's hawser struck her, carrying away the *Colleroon's* jibboom and bowsprit. The *Quetta* took her in tow, and after proceeding up till 11 A.M., the *Colleroon* parted both hawsers and began drifting to the westward owing to the rising sea and successive violent squalls from East to E. S. E. At noon the *Quetta* again took her in tow and proceeded slow ahead, when an hour after the hawser again parted and the squalls setting into a moderate Easterly gale, with a rapid rising sea, the *Quetta* let her loose, and the *Colleroon* made sail and stood to sea. On the afternoon of the 15th the wind came round to South, and the brig being in 20 fathoms wore round on starboard tack, heading E. by S., true; she was subsequently obliged to make sail to whole topsails and courses to avoid becoming unmanageable owing to the very heavy seas which were breaking on board. At 7-45 P.M. she anchored in Saugor roads in seven fathoms, and on the morning of the 16th signals were made and the *Undaunted* proceeded towing her, when at 2-25 P.M the latter vessel having received orders to proceed out with officers, the *Colleroon* was cast off. She then commenced to wear, and the wind being fresh from S. W., set foresail. After the first cast of the lead the helm was steadied, and the brig gathered good way; the helm a little to port, heading North, a little westerly (true), when her heel touched the ground at Saugor roads at 3-15 P.M., swinging round with her head to the S. E. The yards were immediately braced up on the starboard tack, but unsuccessfully, and she drifted further to the westward. At 7-10 P.M., the wind died away to almost a calm, when she threw all her yards aback, bracing them sharp up on a port tack. The lead line going out straight abeam, showed that she was drifting broadside on, to the northward and westward; and not forging ahead, let go the starboard lower anchor, paid out to 18 fathoms, and clewed up all sails. The *Colleroon* after this took several bumps, but none being heavy. At 10-30 P.M. she weighed and proceeded to town (Calcutta) in tow of the *Undaunted* for docking and repairs. Value of damage to *Colleroon,* Rs. 1,810. No loss of life. One man, a lascar, belonging to the *Colleroon,* was severely injured, receiving a contusion on left shoulder.

243. The British iron screw steamer CLAN STUART [of Glasgow, 1,355 tons register, official number 80447], from Kurrachee to Liverpool with a cargo of grain and cotton. On the 16th October the vessel left Aden and was proceeding along, intending to enter the Red Sea, when at 1-30 A.M. on the 17th she took the ground gently on Rás Aráh shoal, about 60 miles west of Aden (South coast of Arabia). The Aden steamer *Operculum* went to her assistance, and the *Clan Stuart,* after having jettisoned about 600 tons of cargo, got off

on the morning of the 23rd October, being aground for six days. No damage to steamer; cargo was partially lost, value not reported. No loss of life. (No Court was held in this case, but it was reported that the accident was probably caused by careless steering, current, and neglect of the lead.).

244. The British wooden barkantine EBENEZER [of Peterhead, 317 tons register, official number 65352], from Chittagong to Cochin with a cargo of rice. It appeared that the vessel broke ground at 1 P.M. on the 14th October, made sail at 2 P.M., and dropped down to Doma khali, where she anchored for the night. The master found fault with the pilot at his not proceeding at night, but the latter informed him that he could not do so without an order from the Port Officer. The master, annoyed at this, refused to give him sleeping accommodation in the cabin; so he passed the night on deck. At 6 A.M. on the following day, when the pilot was heaving up to proceed, he was told by the master that as he could not take the vessel at night, he did not want him, and ordered him ashore. The pilot then left the vessel in a safe anchorage and reported the matter to the Port Officer, Chittagong. On the 17th, at about 10 A.M., the master, in endeavouring to proceed down the Kornafuli river without a pilot, got the vessel ashore in latitude 22° 14′ N., longitude 91° 51′ E. (Chittagong coast). She subsequently floated off on the flood tide and proceeded to sea. Damage to vessel and cargo, if any, not reported. No loss of life.

245. The French iron screw steamer TIBRE [of Marseilles, 1,135 tons register, official number not reported], from Calcutta to Madras with a general cargo. At 9 P.M. on the 18th October, owing to miscalculation of the distance by moonlight, the *Tibre* fouled the dhoney *Athipaykealetchemy* on the North side of Madras harbour (Coromandel coast). No damage to *Tibre*. No cargo lost. No loss of life. (The casualty was caused by the carelessness of the master of the *Tibre*.)

246. The British Indian dhoney ATHIPAYKEALETCHEMY [of Jaffna, 100 tons register, official number 82023], from Mullaittivu (N. E. Ceylon) to Madras with a cargo of iron. On the 18th of October whilst at anchor on the North side of Madras harbour (Coromandel coast), the French steamer *Tibre* came into collision and did slight damage, which was afterwards settled for Rs. 20. No damage to cargo. No loss of life.

247. The British iron barque OPHELIA [of Liverpool, 1,184 tons register, official number 47522], from Rangoon to Bassein (Burma) with a cargo of kerosine oil. The vessel left Diamond island on the 19th October in tow of the tug steamer *Albert* and in pilotage charge. She proceeded up the Bassein river (Burma coast) very satisfactorily until dark, when she got up to the Elbow shoal; and as the pilot was expecting to carry the flood by the shoal, encountered the first of the ebb, which took the vessel on the port bow; before she could recover herself on the starboard helm the barque took the ground at 7 P.M. on the South end of the Elbow shoal. At 2 A.M. on the 20th she floated off, having been aground for seven hours. No damage to barque or cargo. No loss of life.

[A Pilot's Court of Inquiry was held at Bassein in the Assistant Commissioner's Court on the 4th November for the purpose of investigating the circumstances which led to the grounding of the above vessel. The pilot was charged on the following points:—1st, with infringement of Rule XXXII of the Bassein Pilot Rules in having moved the barque *Ophelia* after sunset on the 19th October without first obtaining the written consent of her commander; 2nd, with great carelessness and want of judgment in having grounded the barque *Ophelia* on the Elbow shoal on the evening of the 19th October. The Court was of opinion that the accident, which was a trivial one, was due to the pilot's carelessness in allowing the tug boat to go so far out of her channel before he gave his orders, but that when he found himself in difficulties he did all that could be done; and although he infringed Rule XXXII of the Bassein Pilot Rules in moving the barque *Ophelia* after dark without first obtaining the written consent of her master, yet the master did not raise any objection to his proceeding. The Court remarked that this was the first time that any accident happened to any ship under the pilot's charge since he had been a pilot of the Bassein river, where he had been for the last nine or ten years, since 1873. The Court taking this into consideration, as well as the fact that the damage done to the barque *Ophelia* was *nil*, recommended that the pilot should be suspended for one month from the 4th November.]

The Chief Commissioner of British Burma accepted the recommendation of the Court, and directed that the pilot's license be suspended for one month from the 4th November.

248. The French wooden schooner ADELE AND PAUL [of Chittagong, 61 tons register, no official number], from Narainganj to Chittagong with a cargo of jute. At about 4 A.M. on the 22nd October the *Amiral Bahar* fell foul of the French schooner whilst the latter was lying at anchor off Moish-khali, Kornafuli river (Chittagong coast). The *Adele and Paul* had her mizen mast and chain plates on both sides broken, and dead eyes of rigging lost overboard; starboard mizen rigging carried away, one deck plank broken, three others started; and about 12 feet of the taffrail aft broken; value of damage estimated at Rs. 91. No cargo lost. No loss of life. (This casualty was attributed to carelessness on the part of the master of the *Amiral Bahar*.)

249. The British Indian schooner AMIRAL BAHAR [of Chittagong, 69 tons register, no official number], from Chittagong to Narainganj with a cargo of salt. On the morning of the 22nd October, when opposite Moish khali in the Kornafuli river (Chittagong coast), she came into collision with the schooner *Adele and Paul*, caused by careless navigation. The *Amiral Bahar* had her dead eye and rail broken, value Rs. 20. No damage to cargo. No loss of life.

250. The British iron ship THOMAS BELL [of Liverpool, 838 tons register, official number 45384], from Calcutta to San Francisco with a cargo of bales of gunny bag and jute. On the 22nd October, whilst proceeding down the Haldia river channel, river Hooghly, under pilotage charge and in tow of *Court Hey*, the ship slightly touched the Haldia bar aft at 1-35 P.M., but did not lose her way. No damage to vessel or cargo. No loss of life. (The accident was unavoidable).

251. The British iron screw steamer MARION [of Whitby, 1,356 tons register, official number 82662], from Ilo Ilo to New York with a cargo of sugar. On the 27th October, whilst the steamer was in latitude 3° 50′ N., longitude 78°18′ E., (Indian Ocean), one blade of her propeller was found broken. No damage to hull or cargo. No loss of life. (The cause of the casualty was not reported).

252. The British Indian craft RUPAREL [of Gogha, 32 tons register, official number 124, age 23 years], from Bombay to Bhávnagar with a general cargo. Whilst the craft was on her way up the Rog creek, she struck on a shoal at 3 A.M. on the 28th October about 100 yards to the east of the creek (Gulf of Cambay), and sprung a leak; cause not known. She was afterwards recovered. Value of damage to craft, Rs. 342; cargo worth Rs. 558 was lost, and Rs. 2,531 damaged; the remainder was saved. The crew and passengers were picked up by another craft which was lying at anchor close by.

253. The British iron ship LARGO LAW [of Glasgow, 1,587 tons register, official number 84324], from Calcutta to London with a cargo of seeds and jute. On the 28th October the vessel, whilst under pilotage charge, was taken in tow of steam tug *Hunsdon* on the last of the ebb tide at Kalpi, was turned with a rising tide, and towed down towards the Bellary channel at easy speed, to allow the tide to rise. At 8-50 A.M., when a little below the Kalpi anchoring buoy, the steamer's leadsman gave 21 feet and the tow boatmen 23 feet, the pilot eased the steamer down at once, but the ship shot into shoal water about 800 yards S. W. of the Kalpi anchoring buoy; she sheered to starboard, bringing a great strain on the hawser, which unfortunately slipped round the *Hunsdon's* bitts and rendered her unmanageable. The steamer's hawser was cut away and the ship's port anchor was let go and chain veered to 35 fathoms, but the vessel remained on the Bellary flat; an hour after when the tide rose, she swung to her anchor, and was re-taken in tow. No damage to vessel or cargo. No loss of life. (The accident was reported as having been caused by a slight deterioration of the channel).

254. The British Indian muchwa PALKI [of Bassein (Bombay), 9 tons register, official number 2012, age 17 years], from Sátpáti to Kalyán with a cargo of fish and mats. At 12 P.M. on the 29th of October the tindal, being ignorant of the navigation of the Kalyán creek, ran the craft on a rock about a mile off the Chola bándar (Bombay harbour). She shortly afterwards floated off. Damage to muchwa, value Rs. 100; cargo worth Rs. 235 was lost. No loss of life.

255. The British Indian muchwa SALAMATI [of Ratnagiri, 10 tons register, official number 10212, age about 40 years], from Goa to Bombay with a cargo of firewood. At about 5 P.M. on the 30th October the muchwa, whilst passing through a narrow channel in the Kalbadevi creek, Ratnagiri (Bombay coast), grounded on a bank owing to strong ebb tide. After jettisoning a portion of the cargo she got off. Damage to muchwa, value Rs. 50; cargo worth Rs. 40 was lost. No loss of life.

256. The British iron ship SENATOR [of Liverpool, 1,695 tons register, official number 69375], from Calcutta to New York with a general cargo. On the 30th October the vessel, in pilotage charge and in tow of tug *Defiance,* on turning round in Kalpi roads, river Hooghly, to anchor, the steamer's engines suddenly stopped and could not be moved again for some minutes, which caused the tug to drop stern first into the ship broadside, thereby causing a collision, carrying away the tug's two awning stanchions and bulged the stern bulwarks in a little. Estimated value of damage to *Defiance* not reported. Trifling damage to *Senator.* No cargo lost. No loss of life. (The collision was unavoidable.)

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257. The British Indian wooden schooner AMIRAL BAHAR [of Chittagong, 62 tons register, official number not reported], from Chittagong to Narainganj with a cargo of salt. At about 5 P. M. on the 1st November whilst the schooner was at anchor at Bedamar chur in the Jalchira river (Sunderbuns), a bore caught her and swept her off Takta khali, where she grounded. She floated after a week. No damage to schooner; a portion of the cargo was lost, value not reported. No loss of life.

258. The British iron ship THOMASINA MCLELLAN [of Glasgow, 1,788 tons register, official number 68058], from Liverpool to Calcutta with a cargo of salt. On the 2nd November the vessel, in pilotage charge and in tow of tug steamer *Defiance,* on turning from the eastern bank in Royapur anchorage, to proceed up the river Hooghly, the ship took the ground at 3-30 P. M. off the Sister trees, and remained stationary in 20 feet of water, parting the steamer's hawser and compelling the tug to slip the ship's hawser. The *Thomasina McLellan* came off an hour afterwards. No damage to vessel or cargo. No loss of life. (The accident was unavoidable.)

259. The British iron screw steamer INCHRHONA [of Liverpool, 1,496 tons register, official number 84141], from Calcutta to Hull with a cargo of wheat and linseed. At 12-50 P. M on the 2nd November, the vessel, whilst proceeding down the river Hooghly in pilotage charge, on turning from the College sand, and when right across the tide, she just touched aft a little above the sluice gate. The *Inchrhona* took a slight roll, but did not stop; the lead was hove and nothing less than six fathoms was obtained. No damage to vessel or cargo. No loss of life. (The accident was unavoidable.)

260. The British iron screw steamer MARION [of Whitby, 1,356 tons register, official number 82662], from Ilo Ilo to New York with a cargo of sugar. On the 3rd November, whilst the steamer was in latitude 5° 54′ N., longitude 57° 0′ E. (Arabian Sea), she broke one blade of her propeller. No damage to hull or cargo. No loss of life. (The cause of the accident was not reported.)

261. The British iron ship DUNSTAFFNAGE [of Liverpool, 1,891 tons register, official number 84087], from Calcutta to Dundee with a cargo of jute. On the 5th November the vessel left Garden reach, river Hooghly, in pilotage charge and in tow of tug *Rattler.* Whilst proceeding down Kukrahâti reach she grounded on a lump, about a quarter of a mile from the Nun buoy; she floated four hours afterwards, and the *Rattler* took her in tow and proceeded to Kalpi. No damage to vessel or cargo. No loss of life. (The accident was due to the formation of a lump in the channel).

262. The British wooden barque MARGARITA [of Liverpool, 863 tons register, official number 65127, age 26 years], from Rio Janeiro to Chittagong with stone ballast. The schooner *Alef Rohoman* was anchored on the 6th November in the fairway just outside the bar buoys at the entrance to the Kornafuli river (Chittagong coast), and the *Margarita* on entering the channel in a flood tide, the pilot fearing to get too far to leeward, in scraping round between the stern of the schooner and the Outer red buoy, the stock of the

starboard anchor of the *Margarita* fouled the *Alef Rohoman's* main rigging. No damage to hull. No loss of life.

263. The British Indian wooden schooner ALEF ROHOMAN [of Chittagong, 100 tons register, no official number], from Narainganj to Chittagong with jute. At noon of the 6th November the schooner was anchored outside the Kornafuli river bar (Chittagong coast), on the western side of the Outer red buoy, distant about half a mile, when the *Margarita* on coming up the river came into collision with her starboard main shrouds. The *Alef Rohoman* damaged her main mast, deckhouse, main boom, &c., estimated value Rs. 600. No cargo lost. No loss of life.

264. The British iron screw steamer MARION [of Whitby, 1,356 tons register, official number 82662], from Ilo Ilo to New York with a cargo of sugar. On the 8th November, whilst the vessel was in the Red Sea, about 150 miles south of Jiddah, one blade of her propeller broke. She was subsequently towed to Suez by the S. S. *Amy Dora* when 500 miles distant. No damage to hull or cargo. No loss of life. (The cause of the accident was not reported).

265. The Native craft VITHAL PASSA [of Navánagar (Káthiáwár), 80 tons register, official number and age not reported], from Bilimora (Broach) to Jámnagar with a cargo of molasses, rice and dhal. On the 8th November, when near Pirotan island (Gulf of Cutch), the craft ran on Dida rock, owing to strong winds, notwithstanding the efforts of the crew, and sprung a leak. The tindal threw overboard a portion of the cargo, but to no purpose. Subsequently, after having transferred the remaining cargo on board another craft, she got off and proceeded to Bedi, whence she arrived three days after. Damage to craft, value not reported. Cargo worth Rs. 800 was lost. No loss of life.

266. The British iron screw steamer INDIA [of Glasgow, 2,633 tons register, official number 85861], from Calcutta to London with a general cargo. The vessel was proceeding down the river Hooghly on the 11th November, when, at 8-45 A. M. between Fulta and Hooghly points, the high press slide valve fractured; cause unknown. No damage to hull or cargo. No loss of life.

267. The British iron screw steamer PALLION [of West Hartlepool, 1,111 tons register, official number 78424], from Cardiff to Rangoon with a cargo of coals. It appeared that on the 12th November the steamer started from Table island at 4-20 A. M., steering N. E. by E., and this course was followed until noon. The master took sights of the light at 8 A. M., and at noon placed the ship's position in latitude 14° 49′ N., longitude 94° 15′ E. The vessel then kept her N. E. by E. ¼ E. course, when the master took an observation. At this time her position was approximately latitude 15° 5′ N., longitude 94° 40′ E., and the master altered course to N. E. by E. ½ E. At 9 P. M. obtained soundings at 11 fathoms, and the hand lead was kept going until she got into 6 fathoms. The master put her head south, and the lead kept still going, she deepened into 8 fathoms. The steamer was heading E. by S. until at 10-50 P. M., when she struck on the Baragua flats in latitude 15° 34′ N., longitude 95° 15′ E., Gulf of Martaban (Burma coast), going full speed, the master being on the look-out for the Krishna shoal light. Half an hour before the casualty the steamer was getting 8 fathoms all the time by cast of the lead every four minutes, and was going about 7½ knots an hour; the master stated that he saw the blue light ten minutes after the vessel had struck. At day dawn on the 13th the master tried with kedge anchor to assist ship off, but in vain. She commenced jettisoning cargo, and at night started ship off; after having gone about half a mile in a S. by W. direction, the steamer stopped fast again. On the 14th some more cargo was jettisoned, the engines were started, but she still remained aground. On the 15th assistance was rendered by H. M. S. *Ranger*. On the 17th she still jettisoned cargo; and at 1 A. M. she started off the ground, ran off to S S. E., and was anchored outside the *Ranger* in 6 fathoms. The *Pallion* was aground for nearly five days. The steam tug *Ngapoota* sailed from Rangoon on the 16th to assist the *Pallion* off, and on the following day reached the scene of the disaster; she offered assistance which was declined, as the master of the *Pallion* stated she was towed off by H. M. S. *Ranger*. Damage to *Pallion*, value £800; cargo, £400. No loss of life. (It appeared in evidence that the leadsman gave wrong soundings; at the same time the master of the *Pallion* confessed to his not having consulted his books of direction (of which he had three on board) as he should have done, and not

trusted entirely to his own judgment when approaching so dangerous a place as the Baragua flats near the Krishna shoal.)

[A Special Court of Inquiry was held at Rangoon in the Deputy Commissioner's Court on the 7th December, under section 4 of The Indian Merchant Shipping Act, 1875, to inquire into the circumstances relative to the grounding of the above vessel. The master of the *Pallion* was charged under section 7 of the above Act with incompetency or misconduct in having attempted to round the Baragua flats in less water than recommended in Heckford's, Imray's, and Taylor's Sailing Directions, all of which books the master had on board the vessel. The Court after due deliberation were of opinion that the evidence given in the case disclosed, against the master of the S. S. *Pallion,* no want of proper care, diligence, or skill, and that he appeared to have endeavoured to take every needful precaution in order to avoid the Baragua flats. The Court were of opinion that the accident was due to the inefficient manner in which the soundings were taken by the leadsman, and by which the master was misled. The Court also recorded their opinion that the log books did not indicate a proper degree of care and attention to the rules regarding the manner in which they are directed to be kept.]

268. The British iron steamer SCINDE [of Calcutta, 500 tons register, no official number, belonging to the Inland Steam Navigation Company], from Calcutta to Assam with a general cargo. On the 19th November, whilst proceeding down the river Hooghly with a flat in tow, the *Scinde* grounded on a spit in the Middle Rangafulla channel, but came off again. No damage to vessel or cargo. No loss of life. (The casualty was reported as being caused by a change in the channel, as also owing to the channel not being buoyed.)

269. The British iron barque SAVERNAKE [of Liverpool, 1,284 tons register, official number 63182, age 13 years], from Liverpool to Rangoon with a cargo of salt. On the 21st November the vessel experienced very squally weather; and when westward of the Little Andaman island, in latitude 11° 19′ N., longitude 92° 13′ E. (Andamans), the bowsprit broke off close to knight heads, which took down foretopmast and main topgallantmast in a sudden squall of wind without much warning. Damage to *Savernake* value about £300. No damage to cargo. No loss of life.

270. The British iron screw steamer *Scindia* [of Glasgow, 2,040 tons register, official number 80461], from Calcutta to Bombay with a general cargo. On the 22nd November the vessel, whilst proceeding down the river Hooghly in pilotage charge, met with an accident through a break down of the steam steering gear, and when her engines were going full speed astern she touched the bank with her stern at Devil's point; after connecting the hand steering gear she proceeded. No damage to vessel or cargo. No loss of life. (The accident was unavoidable.)

271. The British iron ship THALATTA [of Liverpool, 1,748 tons register, official number 84132], from Liverpool to Calcutta with a cargo of salt. At 4 A.M. on the 23rd November, the ship came into collision with the tug *Bombay* about three or four miles to the eastward of the Eastern Channel lightship, Sandheads. The *Bombay* sank about an hour after the collision. Damage to *Thalatta,* value £650. No loss of cargo. No loss of life.

For an account of this collision, see Wrecks No. 84.

272. The British iron screw steamer CLAN MACGREGOR [of Glasgow, 1,926 tons register, official number 86692], from Liverpool to Calcutta *viâ* Colombo with a general cargo. On the 23rd November, when in latitude 8° 37′ N., longitude 69° 0′ E. (Arabian Sea), the steamer met with an accident owing to the forward engine being disabled. She was towed into Colombo by H. M. S. *Audacious,* a distance of 754 miles. Value of damage not reported. No cargo lost. No loss of life.

273. The British iron screw steamer ABERGELDIE [of Aberdeen, 1,878 tons register, official number 60693], from Calcutta to London with a general cargo. On the 23rd November the vessel, in pilotage charge, had turned above Mateabruj ghát, and was proceeding down the river Hooghly; but after passing the Nun buoy off the North Boundary pillar, and about 200 yards below it, she touched the ground; the helm was ported to deepen her water nearer the northern bank, but the ship's draft being greater forward than aft, she did not answer her helm. The steamer stopped, swung half round with her stern in

deeper water. She was aground for half an hour, and as she was all the time slowly canting her head up the river, the pilot dropped the port anchor; the vessel proceeded up a little, turned round as the flood was coming in, and continued her voyage. No damage to vessel or cargo. No loss of life. (The occurrence was due to a change in the depth of the channel.)

274. The British iron ship EASTMINSTER [of London, 1,145 tons register, official number 73679], from Rangoon to Chittagong in ballast. On the 24th November the pilot in bringing the ship up the Kornafuli river (Chitagong coast) anchored her abreast of Kumar khali, close to the brig *Mugbool Rubbanee.* At 10 A.M. whilst the *Eastminster* was swinging to the flood her rudder grazed the brig's side, and the *Mugbool Rubbanee's* main braces fouled the *Eastminster's* spanker boom. No damage to *Eastminster.* No loss of life.

275. The British Indian brig *Mugbool Rubbanee* [of Chittagong, 240 tons register, no official number], from Narainganj to Chittagong with a cargo of jute. The brig was anchored off Kumar khali in the Kornafuli river (Chittagong coast), when at 10 A.M. on the 24th November the *Eastminster,* in swinging to the flood tide, came into collision with the *Mugbool Rubbanee.* The brig's two braces carried away, two chain plates and starboard chain broken. Value of damage not reported. No cargo lost. No loss of life.

276. The British Indian dingy FATTEHSAVÁI [of Bombay, 47 tons register, official number 4176], from Porbandar to Broach with a cargo of stones. During a storm on the 24th of November, when to the southward of Piram island (Gulf of Cambay), the dingy became unmanageable and sprung a leak; the crew were obliged to throw overboard some of the stones in order to lighten the craft. No damage to dingy; cargo worth Rs. 45 was lost. No loss of life.

277. The British iron screw steamer MALWA [of Greenock, 1,868 tons register, official number 68380], from Trieste to Bombay with the outward India, China and Australia mails and a general cargo. The *Malwa* left Port Said and proceeded safely along until about ten minutes after 3 o'clock on the afternoon of the 25th November; when in the Suez roads, Gulf of Suez, about half a mile off the Suez dock entrance (Red Sea), she was run into by the steamer *Clan-Forbes,* on the port side in front of engine room; the fore, main, and after compartments rapidly filling with water, the master beached the *Malwa* to prevent her sinking, thus saving the mails and passengers. On the 30th the *Malwa* was re-floated and towed into dry dock after having the leaks, caused by the collision, stopped. After discharging coals she was repaired and got ready for sea. A good deal of assistance had been rendered by the divers and carpenters of H. M. S. *Carysfort.* Value of damage to steamer and cargo not reported. The 107 passengers were transferred in boats to other steamers. No loss of life. (No measures could be taken to avoid the collision as it was so unexpected; the engines of the *Malwa* were stopped immediately the casualty occurred, but to no effect).

278. The British iron screw steamer CLAN FORBES [of Glasgow, 1,590 tons register, official number 86680], from Colombo to Dundee with a cargo of jute. At 3-17 P.M. on the 25th November the *Clan Forbes,* when in the Suez roads, the entrance buoy bearing E. N. E., distant 7 cables, Gulf of Suez (Red Sea), came into collision with the *Malwa;* the *Clan Forbes* had her stern plates smashed and the fore compartment was full of water. The cargo was discharged out of forehold and the *Clan Forbes* went into dry dock at Suez on the 3rd December for survey and repairs. The cost of the temporary repairs was £1,054, but this amount did not include dock charges and other expenses in connexion with the repairs; the *Clan Forbes* was afterwards permanently repaired in England. Value of damage to cargo about £197. No loss of life.

279. The British iron screw steamer IOLANI [of Glasgow, 981 tons register, official number 85873], from Mauritius to Point de Galle in water ballast. At 9 A.M. on the 26th November when near the Cargados Garajos in latitude 16° 35′ S., longitude 60° 47′ E. (Indian Ocean), the steamer broke a blade of the propeller, steaming about ten knots at the time. No damage to hull. No loss of life.

280. The British wooden ship RECIPROCITY [of Liverpool, 1,409 tons register, official number 69644], from Bombay to Rangoon with stone ballast. At 3-30 P.M. on the 26th November, the ship was in pilotage charge and in tow of steam, she met with an accident whilst coming to an anchor in the Rangoon

river (Burma coast). The tug had left the vessel, and before rounding-to, carried away an anchor and 28 fathoms chain in a strong flood tide off Dallah. Value of damage to ship, £20. No damage to hull. No loss of life. (The casualty was unavoidable).

281. The British iron screw steamer HUNTINGTOWER [of London, 1,573 tons register, official number 85102], from Calcutta to Marseilles with a general cargo. The steamer called at Aden, and after coaling proceeded on her voyage. All went well until the 29th November, when passing through the Gulf of Suez (Red Sea), the vessel stranded at 3-20 A.M., 28 miles north of Rás Gharib, but got off shortly afterwards. Value of damage to *Huntingtower* not reported. No cargo lost. No loss of life. (The cause of the accident was not reported.)

282. The British iron screw steamer ST. MARK [of London, 1,098 tons register, official number 79647], from East London to Bombay in ballast. At 3-30 A. M., on the 29th November, the steamer stranded on the island of Tromelin in latitude 15° 51′ S., longitude 54° 31 E. (Indian Ocean), but sustained no damage. No loss of life. (The cause of the accident was not reported.)

283. The British iron screw steamer MARINA [of London, 1,068 tons register, official number 85066], from Basra to London with a general cargo. At 7-30 A. M., on the 30th November, whilst proceeding out of Jiddah harbour (Red Sea), going dead slow, and the master keeping a good look-out, the steamer stranded on a reef at the Outer gateway; the helm was put hard-a-port and the engines reversed full speed, but too late to avoid the accident. Value of damage to *Marina* not reported. No cargo lost. No loss of life. (The cause of the casualty was not reported.)

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284. The British iron screw steamer DECCAN [of Glasgow, 2,022 tons register, official number 60889], from Bombay to Rangoon with mules for Government. The steamer arrived off the Pilot brig at entrance to the Rangoon river (Burma coast) at 7-28 A. M. on the 1st December and received a pilot. All went well until at 11 A. M., when, going through Monkey point channel with the helm hard to starboard, an eddy caught the ship on her starboard quarter, forcing her bow up against the helm towards Monkey point. The engines were worked full speed, but the ship took the mud off the point, coming off almost immediately. An attempt was made subsequently to pick up an anchorage, and the engines were put on full speed ahead with port helm, but an eddy caught the ship on starboard bow, preventing her coming to, and drove her over on, the Hasting's shoal, where she grounded at 11-15 A. M. She came off at 6-30 A. M., high water, after being aground for seven hours. No damage to hull. No loss of life.

[A Court of Inquiry was held at Rangoon in the Deputy Commissioner's Court on the 18th December, under Rule XXIV of the Rangoon Pilot Rules, to investigate the circumstances relative to the grounding of the above steamer. The Court having considered the evidence before it, as well as the written statements of the officers of the S. S. *Deccan,* was of opinion that the pilot showed want of nerve and presence of mind in not adopting proper measures at the time of the steamer coming off the bank at Monkey point, and that had he done so, the grounding of the *Deccan* at the Hasting's shoal would have been avoided. The opinion of the members of the Court was, that the pilot displayed a want of readiness and coolness at a critical time, which placed the ship in considerable danger, and which indicated an unfitness to be entrusted with vessels of large draft; and the Court recommended that the pilot be limited to taking pilotage charge of vessels drawing 18 feet and under.]

The Chief Commissioner of British Burma confirmed the finding of the Court, and directed that the pilot's license be reduced from full draft to 18 feet as recommended. The Chief Commissioner added that the pilot's want of nerve on and after the first grounding made it desirable that his future conduct should be carefully watched. It appeared to have been clear that he sat down, wept, and lost command of himself directly the first accident happened. The Port Commissioners will be asked to submit a report of his work and of his fitness for further active duty as soon as convenient after the 1st August 1883. It was only by reason of the pilot's long and, so far, good service that the Chief Commissioner abstained from requiring severer punishment in this case.

285. The British Indian muchwa RAGHUNATH [of Ratnagiri 6 tons register, official number 9523], from Jaygad to Bombay with a cargo of wood. At 6 A. M., on the 4th December, the muchwa struck on a broken fishing stake and was stove in; she shortly afterwards sunk E. by S. of the Alibág fort (Bombay coast). The muchwa was subsequently recovered. Little or no damage to muchwa and cargo. No loss of life.

286. The British iron ship MORMION [of Liverpool, 788 tons register, official number 48823], from Chittagong to Mauritius with a cargo of rice. At 6 A. M., on the 4th December, the ship in swinging tailed the bank at Kumarkhali, Kornafuli river (Chittagong coast), but came off at three-quarters flood without sustaining any damage. No cargo lost. No loss of life. (The casualty was caused apparently by the pilot anchoring too far over.)

287. The British Indian brig NEELAYATHACHI [of Negapatam, 141 tons register, official number not reported], from Cochin to Bombay with a cargo of wooden planks. On the afternoon of the 4th December the brig grounded on the reefs south of Cross island (Bombay harbour), but got off again shortly afterwards, and proceeded to a berth north of Cross island. No damage to brig or cargo. No loss of life.

288. The British iron screw steamer LUCINDA [of West Hartlepool, 1,132 tons register, official number 81514], from Kurrachee to Port Said with a cargo of rapeseed. At 7 A. M., on the 5th December, when in latitude 13° 45′ N., longitude 49° 10′ E. (Gulf of Aden), the steamer's crank shaft broke; cause unknown. No damage to hull. No loss of cargo. No loss of life.

289. The German wooden barque OBERON [of Sonderburg, 379 tons register, official number 10747], from Cape Town to Calcutta with ballast. On the 5th December the pilot kept the vessel in stays, purposing to get well over on Hooghly sand and then to let her drop up with the tide into the Western Gut; but the vessel not staying as well as she had before, got stern way and tailed the bank a little below Teetulbaria creek before the anchor held. There being a strong wind at the time, and the ebb tide about to make down, the pilot tried to heave her off with a kedge, but the tide again catching the ship's bow, swung her head down the river. On the flood tide again making, she got off. No damage to vessel or cargo. No loss of life. (The accident was unavoidable.)

290. The British iron screw steamer CLAN SINCLAIR [of Glasgow, 1,911 tons register, official number 86705], from Glasgow to Calcutta with a general cargo. The steamer left Port Said, and nothing occurred until the 6th December, when, at 10-45 A. M., she, steering badly in the curves, came into collision with a barge (name unknown) near Toussoan in the Suez canal (Red Sea); the steamer went full speed astern and called on barge to do the same, but ineffectually. Value of damage to *Clan Sinclair* not reported. Damage to barge, if any, not reported. No loss of cargo. No loss of life.

291. The British Indian muchwa PALKHI [of Uran, 16 tons register, official number 1554, age about 20 years], from Mora to Bombay with a cargo of salt. About 4 A. M., on the 8th December, she sprung a leak in her side planks off the Government barge at Uran (Bombay harbour). No damage to muchwa; cargo worth Rs. 148 was lost. No loss of life.

292. The British Indian mahangiri BHAWANI [of Uran, 85 tons register, official number 1999, age 36 years], from Uran to Kananja with a cargo of salt. At about 8 A. M., on the 10th December, whilst anchored near the Karanja barge (Bombay harbour), the mahangiri sprung a leak in her side planks, and having filled with water sunk. She was afterwards recovered, and received damage to the amount of Rs. 65; cargo all lost, value Rs. 1,502. No loss of life.

293. The British composite barque UNDINE [of North Shields, 796 tons register, official number 56514, age 16 years], from London to Colombo with a cargo of coals. The vessel experienced a terrific gale on the 10th December whilst in latitude 21° 50′ S., longitude 66° 09′ E., (Indian Ocean), and sprung a leak. The repairs effected at Colombo to the barque *Undine,* amounted to Rs. 4,659. No damage to cargo. Crew, 20 men; the master and six men were washed overboard.

294. The British composite steamer OSPREY. [of 1,130 tons register, belonging to Her British Majesty's Royal Navy], was employed in the Red Sea

station. At about 8-10 A. M., on the 14th December, the *Osprey* whilst getting underweigh in pilotage charge in Aden harbour (South coast of Arabia) to go out for target practice, gathered sternway in a stiff breeze through her engines not being worked fast enough ahead the moment anchor was tripped, and the close proximity of vessels causing a collision to take place with the *Amberwitch* before this could be remedied. No damage to *Osprey*. No loss of life. (The collision was unavoidable.)

295. The British iron steamer AMBERWITCH [of 512 tons register, belonging to the Indian Government], was lying at moorings in Aden harbour. At 8 A. M., on the 14th December, the H. M. S. *Osprey* whilst getting underweigh in Aden harbur (South coast of Arabia), fouled the *Amberwitch,* carrying away her after stern davits, spanker boom, and causing other slight damage to the *Amberwitch.* Value of damage not reported. No loss of life. (No Court was held into the matter, as the collision was of a trivial nature. The commander of H. M. S. *Osprey* did not consider the pilot was to blame, owing to the cautious manner in which steam was put on the engines when he telegraphed "full speed ahead," there being a strong breeze at the time.)

296. The British Indian mahangiri LAXMI [of Ghodbandar (Konkan), 18 tons register, official number 922, age 20 years], was loading a cargo of firewood in the A'ntora creek, and the weight being too much on one side, she capsized, caused by a gust of wind at 6 P. M., on the 18th December at Durshet (Bombay coast). The mahangiri was afterwards recovered, and received trifling damage. No loss of cargo. No loss of life.

297. The British Indian gulbut DARIA DAULAT [of Panvel, 23 tons register, official number 2332], from Kalyán to Bombay with a cargo of grass. The tindal missed his way and the gulbut ran on a rock near Thakurli in the Kalyán creek (Bombay harbour); she sprang a leak, and having filled with water, capsized at 6 A. M. on the 19th of December. Slight damage to gulbut; cargo worth Rs. 160 was lost. No loss of life. The gulbut was afterwards safely brought ashore.

298. The British iron paddle steamer CHALLENGE [of Calcutta, 468 tons register, official number 43319, age 18 years], was employed as a tug on the river Hooghly. It appeared that the *Challenge* came out of dock, was towed through the Hooghly bridge on the 22nd December, and had to drop down to Messrs. Gladstone Wyllie's workshop at Garden Reach. At 3-30 P. M. of the same day, she was brought up off the Government dockyard and anchored in 4½ fathoms of water, with a clear space of 400 yards between the tug and the bank with an anchor light burning brightly. At 5 A. M., on the 23rd, during a dense fog, the *Sestos,* when steaming down with the tide, struck the *Challenge* (whilst the latter was anchored) on the starboard side, carrying away the forepart of the paddle box, cutting through sponson beam, and cookhouse. Damage to *Challenge,* value Rs. 1,500. No loss of life. (The collision was accidental.)

[A Departmental Inquiry was held at the Port Office, Calcutta, on the 8th January 1883, to inquire into the cause of the collision between the tug steamer *Sestos* and *Challenge.* The Committee were of opinion that the steamer *Challenge* was properly anchored, and that the accident was due to the sudden fog which prevented the *Sestos* from seeing her position. The Committee regretted to find that the first officer of the *Sestos* was not keeping as bright a look-out as he should have done under the circumstances.]

The Port Officer in forwarding the report of the Committee to the Government recorded that the collision took place at about 5 A. M., and steam tugs are responsible for any damage they may do by moving in the port during the night. The collision was an accident due to the sudden coming on of a fog, and the Port Officer did not attach any blame to the master of the *Sestos;* but the Committee censured to some extent the first officer of the *Sestos.* The Port Officer concurred with the finding of the Committee, and did not recommend any proceedings under Act IV of 1875, as the damage done was not serious. The *Challenge* appeared to have been in a suitable berth, and had the regulation light burning.

The Lieutenant-Governor of Bengal accepted the opinion and the finding of the Court, that the collision was the result of an accident due to the sudden occurrence of a fog, and that no blame attached to the master of the *Sestos.*

299. The British iron paddle steamer SESTOS [of Calcutta, 138 tons register, official number 30691, age 24 years], from Calcutta to Sandheads,

was employed as a tug on the river Hooghly. The *Sestos* turned round at 4-30 A. M. on the 23rd December and proceeded down the river Hooghly for the purpose of taking the ship *Ragnar* in tow at Garden Reach; it was moonlight, and the atmosphere was quite clear. But when she arrived a little below Hasting's moorings the atmosphere became suddenly intensely dense with fog and smoke. The engines were stopped as soon as the fog came on, and she prepared to turn round by keeping in as close as possible to the ships in the moorings, and then putting the helm hard-a-port. When the *Sestos* was nearly half-way round (and at right angles with the ebbing stream), the look-out man forward shouted: "a ship close to us ahead, sir." The *Sestos* at once turned her engines astern, but almost at the same instant (from the headway the tug had) she fouled "stem on" to the *Challenge* at 5 A. M. abreast of the Government dry dock, Kidderpur. No damage to *Sestos*. No loss of life. (The collision was unavoidable.)

300. The British iron screw steamer MAHARAJA [of Liverpool, 1,064 tons register, official number 81268], from Calcutta to Colombo with a general cargo. On the 23rd December the vessel was proceeding down the river Hooghly in pilotage charge, and owing to the bad steering of the vessel the pilot had to go the wrong side of the buoy on Sankral sand, and that before she would answer her altered helm, she took the ground; but in consequence of the flood tide catching her on the starboard bow, although the pilot dropped the starboard anchor at once, she drifted a little further on the sand, but floated shortly afterwards. No damage to vessel or cargo. No loss of life. (The casualty was accidental.)

301. The British Indian muchwa SIBMANI [of Ratnagiri, 3 tons register, official number 9995, age 28 years], from Kundápur to Ratnagiri with a cargo of fish, coir, yarn, and jaggery. At 12 A. M., on the 26th December, the muchwa ran on the Magnási or Budka rock, about a mile off Murdeshvar (Bombay Coast), caused by the tindal's ignorance of the locality. Slight damage to muchwa; cargo worth Rs. 62 was lost. No loss of life.

302. The British iron screw steamer ELLORA [of Glasgow, 1,513 tons register, official number 80437], from Calcutta to Cochin, Cannanore, &c., with a cargo of rice. On the 28th December the vessel, in pilotage charge, was proceeding down the river Hooghly, and when off Devil's point, through a jamb of the steam steering gear, the helm could not be put hard-a-port as required, and the engines reversing full speed at the time, the steamer touched the bank with her stem; she immediately straightened up on her course and proceeded. No damage to vessel or cargo. No loss of life. (The accident was unavoidable.)

303. The British iron ship BOYNE [of London, 1,351 tons register, official number 77003], from Calcutta to Trinidad with emigrants and a cargo of rice. On the 29th December the vessel, in pilotage charge and in tow of steam tug *Electric;* on turning to anchor for the night took the flat off the bank above the Haldia tripod, river Hooghly. The tug, which was broad on her port bow, going dead slow, immediately went full speed, but in vain; subsequently at midnight the *Boyne* was towed off after being aground for seven hours. No damage to vessel or cargo. No loss of life. (The accident was caused by an error on the part of the pilot in judging distance. He was warned to be more careful in future.)

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GOVERNMENT OF INDIA.

(MARINE BRANCH)

MILITARY DEPARTMENT.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1883;

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED.

PREPARED BY

CAPTAIN ARTHUR W. STIFFE (LATE I.N.),

PORT OFFICER AND REGISTRAR OF WRECKS.

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REVIEW.

DURING the year 1883 there were 11 wrecks of British vessels, 2 French, 1 Norwegian, 1 Austrian, 1 Turkish, 1 Malayan, 1 Portuguese Native, 32 British Indian, and 15 Native craft,—or a total of 65 ships of 21,760 tons, and a loss of 51 lives. There were 198 casualties to British vessels, 12 French, 12 German, 7 Italian, 1 Norwegian, 1 Dutch, 2 Swedish, 1 Danish, 2 Austrian, 1 Japanese, 1 African, 2 Persian, 1 Turkish, 1 Portuguese Native, 85 British Indian, 1 Cingalese, and 8 Native craft,—or a total of 336 ships and a loss of 11 lives.

2. When compared with the year 1882, this shows a decrease of 25 in the number of wrecks, an increase of 33 in the number of casualties, and a decrease of 93 in the number of lives lost.

3. The only case of total loss by fire which occurred during the year 1883, was that of the British ship *British Empire*, of 1,414 tons, which took place to the South-West of Cochin when on her outward voyage from North Shields to Bombay with a cargo of coals. The ship was valued at Rs. 56,000, and the cargo at Rs. 33,000. A Court of Inquiry was held, when it was proved that the fire was caused by the spontaneous combustion of the coal, which was small and fine, consequently more liable to heat. The length of the voyage had, no doubt, contributed materially to the accident, the vessel having been 142 days at sea when the fire broke out.

4. The most serious case of casualty by fire was that of the British screw steamer *Clifton*, when lying at the North-West wharf of the Prince's dock, Bombay harbour. The amount of damage to steamer was valued at Rs. 35,000; that to cargo at Rs. 4,000. The accident appeared to have been one which should have been dealt with under the Penal Code rather than by a Marine Court; the latter, however, was not held. The inquiry held by the Police resulted in strong circumstantial proof being obtained against the European carpenter of the steamer (who sustained serious burns, and had to be removed to hospital for treatment), of having set fire to the vessel when under the influence of liquor; but it was considered they were insufficient to lead to his conviction.

A fire from an accidental cause broke out on board the British screw steamer *Clan Stuart* whilst lying in the third berth, No. 2 Calcutta moorings, Hooghly river, when taking in cargo. Value of damage to steamer, Rs. 2,500; the damage to the cargo (which was all insured) was *nil*, save and except that about 50 or more bags of rice, which were stowed in the hold on the other side against the bulkhead, had been scorched; estimated value not reported. There was no Court of Inquiry held as the casualty was accidental. It appeared that the donkeyman was cleaning the engine with some material which got saturated with oil; he afterwards left the material into the pan hanging near a lamp, which unhappily capsized and set fire to some parafine oil; he had hardly turned round to go elsewhere when the engine-room was in a blaze.

The German screw steamer *Brema*, whilst on her homeward passage from Calcutta to Port Said, ran short of coals when in the Arabian Sea, and was consequently obliged to burn ship's fittings, stores, &c., and a large quantity of the cargo. Value of damage to the steamer was not reported; the cargo, valued at Rs. 15,000, was consumed.

A fire also took place on board the British screw steamer *Cambodia* in the Gulf of Aden, 290 miles to the westward of Cape Guardafui. The damage to the steamer and cargo were not reported. No Court of Inquiry was held in this matter. It was reported that the accident could not have been avoided as it was caused by spontaneous combustion.

The British ship *Dalswinton*, lying in No. 3 Hasting's moorings, fourth berth, Hooghly river, took fire. The amount of damage to ship, value Rs. 7,500; the cargo was partially destroyed, value Rs. 12,000. The origin of this fire was not known, neither was any Court of Inquiry held to inquire into the accident.

The British screw steamer *Kepler* took fire whilst lying anchored in the inner harbour of Aden; the origin was said to have been attributed to the carelessness of two seamen, they having lighted a match in the after-hold in order to get the mooring chains on deck, consequently an explosion of coal gas occurred. The amount of damage sustained by the steamer and cargo were not reported.

A fire on board the British screw steamer *Java*, lying at her moorings in the inner harbour of Aden, was caused by the carelessness of the vessel's crew in having negligently placed a lamp in the lower fore-hold, which broke and ignited a carboy or demijohn of gin. The damage to the steamer and cargo were slight.

5. A large number of collisions are again recorded; in a total of 93 casualties from this cause, 24 were brought about by the carelessness of the master; 13 by pilots; 7 by harbour masters; whilst in 28 cases the collision was unavoidable; 21 other cases are noted in the return, which require little or no comment.

A very serious case was that of the French screw steamer *Cochin*, on her homeward passage with a full and valuable cargo, which foundered about 800 feet above Nurpur point in the Hooghly river, owing to the unfortunate collision with the British screw steamer *Clan Drummond*, the crew, 43 men, being happily saved. The steamer and cargo (together valued at Rs. 10,58,639) was totally lost.

6. The following analysis show: (A) the causes to which the disasters are to be attributed; (B) the general localities in which the wrecks and casualties occurred; (C) the number of reported wrecks and casualties in each month of the year 1883, total tonnage, and number of lives lost; (D) the number of reported wrecks and casualties, total tonnage, and number of lives lost during the years 1865 to 1883, inclusive:—

A.—*Causes to which the disasters are to be attributed.*

	Strandings.									
	Carelessness of master.	Carelessness of pilot.	Incorrect charts.	Gale.	Tides and currents.	To prevent foundering.	Heavy weather.	Stress of weather.	Overladen.	Want of steam power.
Wrecks.										
British and Foreign	7	...	1	...	...	...	2	...	...	1
British Indian and Native Craft	9	...	...	...	2	2	16	3	1	...
Casualties.										
British and Foreign	4	1	1	...	1	...	1	...	...	...
British Indian and Native Craft	5	...	...	1	1	1	5	3	...	...

A.—*Causes to which the disasters are to be attributed*—continued.

	Groundings.										
	Carelessness of master.	Carelessness of pilot.	Carelessness of harbour master.	Carelessness of second officer.	Carelessness of crew.	Tides and currents.	Stress of weather.	Eddy tide.	Fogs.	Haze.	Unavoidable.
Wrecks.											
British and Foreign	...	...	...	...	...	...	...	...	...	...	1
British Indian and Native Craft	...	...	...	...	...	...	...	...	...	...	...
Casualties.											
British and Foreign	...	13	2	1	...	3	...	1	3	1	50
British Indian and Native Craft	9	...	...	...	1	2	5	...	1	...	4

A.—*Causes to which the disasters are to be attributed*—continued.

	Collisions.											
	Carelessness of master.	Carelessness of pilot.	Carelessness of engineer.	Carelessness of first officer.	Carelessness of harbour master.	Carelessness of crew.	Volcanic eruption.	Tides and currents.	Eddy tide.	Not exhibiting light.	Not reported.	Unavoidable.
Wrecks.												
British and Foreign	...	1	...	...	...	...	...	...	...	...	...	...
British Indian and Native Craft	2	...	...	...	...	...	...	...	...	1	...	...
Casualties.												
British and Foreign	14	12	4	1	7	4	2	3	3	1	...	27
British Indian and Native Craft	10	1	...	...	...	...	...	2	...	...	1	1

A.—*Causes to which the disasters are to be attributed*—continued.

	Founderings.					
	Gale.	Heavy weather.	Stress of weather.	Tides and currents.	Old and rotten.	Overladen.
Wrecks.						
British and Foreign	...	...	...	...	...	...
British Indian and Native Craft	1	4	...	1	1	...
Casualties.						
British and Foreign	...	...	...	1	...	...
British Indian and Native Craft	...	3	1	...	...	1

A.—*Causes to which the disasters are to be attributed*—continued.

	Miscellaneous.																							
	Fire—Carelessness of carpenter.	Fire—Carelessness of crew.	Fire—Insufficient coals on board.	Fire—Spontaneous combustion.	Fire—Unavoidable.	Fire—Unknown.	Sprung a leak—Heavy weather.	Sprung a leak—Old and rotten.	Sprung a leak—Gale.	Sprung a leak—Carelessness of crew.	Sprung a leak—Overladen.	Sprung a leak—Carelessness of Dock authorities.	Sprung a leak—Tides and currents.	Sprung a leak—Defective caulking.	Sprung a leak—Stress of weather.	Damage to hull—Heavy weather.	Damage to pumps—Not reported.	Loss of masts, sails, &c.—Gale.	Loss of masts, sails, &c.—Heavy weather.	Loss of masts, sails, &c.—Stress of weather.	Loss of masts, sails, &c.—Unavoidable.
Wrecks.																								
British and Foreign	...	...	...	1	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
British Indian and Native Craft	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Casualties.																								
British and Foreign	1	2	1	1	1	1	1	...	2	2	1	1	...	...	2	...	1	2	...	1	...	...	...	1
British Indian and Native Craft	...	...	...	...	...	...	11	1	1	...	...	...	1	1	3	...	1	...	1	1	...	...	...	...

A.—*Causes to which the disasters are to be attributed*—concluded.

	Miscellaneous.																							
	Loss of boats, sails, &c.—Gale.	Damage to engines—Carelessness of engineer.	Damage to engines—Heavy weather.	Damage to engines—Unknown.	Damage to engines—Not reported.	Damage to engines—Stress of weather.	Damage to engines—Unavoidable.	Loss of anchors and chains—Gale.	Loss of anchors and chains—Heavy weather.	Loss of anchors and chains—Unavoidable.	Capsized—Tides and currents.	Capsized—Carelessness of serang.	Capsized—Heavy weather.	Capsized—Stress of weather.	Capsized—Unavoidable.	Swamped—Tides and currents.	Slight casualty—Insufficient coals on board.	Slight casualty—Volcanic eruption.	Slight casualty—Unavoidable.	Total.
Wrecks.																				
British and Foreign	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
British Indian and Native Craft	...	...	...	...	...	...	...	...	...	...	3	1	...	1	...	...	...	...	...	49
Casualties.																				
British and Foreign	2	1	3	4	12	2	5	1	...	26	...	...	...	...	...	...	1	2	1	241
British Indian and Native Craft	...	...	...	...	1	...	...	...	1	2	4	...	3	...	1	2	...	...	...	95

B.—*General localities in which the Wrecks and Casualties occurred.*

	North-East coast of Africa.	Gulf of Aden.	Red Sea.	South-coast of Arabia.	South-East coast of Arabia.	Persian Gulf.	Arabian Sea.	Beloochistan Coast.	Sind Coast.	Gulf of Cutch.	Kathiawar Coast.	Gulf of Cambay.	Bombay Coast.	Malabar Coast.	Indian Ocean.	Maldivhs.	Ceylon Coast.	Gulf of Manar.	Palk's Strait.	Madras Coast.	Orissa Coast.	Hooghly River.	Sandheads.	Sunderbuns.	Chittagong Coast.	Burma Coast.	Andamans.	Sumatra Island.	Bay of Bengal.	Total.
Wrecks.																														
British and Foreign	1	...	1	...	2	...	...	...	...	...	...	...	...	2	...	1	...	...	...	...	1	2	...	...	1	1	1	1	2	16
British Indian and Native Craft	...	...	...	...	...	...	...	...	3	1	5	5	8	10	...	...	...	3	...	1	3	...	...	8	...	1	...	...	1	...	49
Casualties.																														
British and Foreign	1	4	10	9	...	2	9	1	2	1	...	...	12	2	6	1	6	1	...	9	...	103	8	3	12	34	...	...	5	241
British Indian and Native Craft	...	...	...	...	...	1	2	...	...	...	2	24	41	4	...	...	2	1	1	1	...	8	...	4	3	1	...	...	1	95

C.—*The number of reported Wrecks and Casualties in each month in Indian Waters during the year 1883, the total tonnage of vessels wrecked, and the number of lives lost.*

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Number of Wrecks .	10	1	5	1	11	3	4	10	4	4	4	8	65
Number of Casualties .	31	34	30	20	46	34	32	31	20	26	17	15	336
Total tonnage of vessels wrecked.	2,886*	134	220†	163	3,184‡	4,891	1,711	2,993§	2,709	566	1,291	922‖	21,760
Lives lost . . .	1	...	...	...	2	22	4	9	4	...	4	16	62

* The tonnage of the *Lakhmipatha* was not reported, and is therefore not included.
† Does not include the Native crafts *Luxmipatta* and *Lakhmipatha*; tonnage not reported.
‡ Not including the *Mahadev Para*; tonnage not reported.
§ *Ruparell* not included, as the tonnage was not reported.
‖ Tonnage of the *Dowlatprasad* not reported, and is therefore not included.

D.—*Comparative Statement shewing the reported number of Wrecks and Casualties in Indian waters, total tonnage, and the number of lives lost, from 1865 to 1883.*

Year.	Number of Wrecks and Casualties.	Total tonnage lost.	Lives lost.	Remarks.
1865	28	14,443	6	
1866	32	15,597	35	
1867	37	17,417	49	
1868	20	12,558	19	
1869	55	25,688	279	
1870	44	14,809	51	
1871	47	18,294	118	
1872	106	34,238	143	Exclusive of four vessels supposed to have been lost.
1873	42	12,110	3	
1874	69	16,656	85	
1875	62	11,193	65	
1876	110	23,866	96	Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Javad*, both wrecked in the Red Sea.
1877	163	26,847	142	Not including the master and crew of the *Anriadne*, supposed to have foundered.
1878	228	35,873	131	Not including the master and crew of the *Lady Rawlinson*, supposed to have foundered, and also of the *Fattel Carim*, *Futtay Rosack*, *Lady Amherst*, and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Fattel Carim*, *Futtay Rosack*, *Lady Amherst*, and *William Stevenson*, was not reported, and is therefore not included.
1879	481	32,541	357	The number lost in the *Essex* was not reported.
1880	206	15,662	120	
1881	259	17,814	186	Does not include the missing ship *Nebo*.
1882	393	29,272	155	
1883	401	21,760	62	

7. From the foregoing it will be seen that during the past 19 years (1865 to 1883 inclusive), the annual average number of the reported wrecks and casualties in Indian waters has been 146; the average total tonnage lost was 20,875, and the number of lives lost 110.

ARTHUR W. STIFFE, *Captain* (*Late I. N.*),
Port Officer and Registrar of Wrecks.

PORT OFFICE,
Calcutta, 1st May 1884.

TABULAR STATEMENT OF THE WRECKS,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
1	*British Empire*	1,414	British ship	5th January	North Shields	Bombay
2	*Hatti Hamnant* (*See Casualties No. 2*).	68	British Indian pattimar	Ditto ditto	Kárwár	Ditto
3	*Calantan*	91	Malayan schooner	7th ditto	Pulo Penang	Gerbi and Telokh Samo
4	*Lakhmipashá*	Not reported	Native craft	13th ditto	Veráwal	Bet or Beyt
5	*Lakhmipashá*	120	Ditto	Ditto ditto	Porbandar	Broach
6	*Herold*	888	Norwegian barque	22nd ditto	Chittagong	Cochin
7	*Dhanparsád*	44	British Indian padow	25th ditto	Calicut	Mahuva (Káthiáwár)
8	*Sakhari*	18	Native craft	26th ditto	Diu	Kalyán
9	*Mohidin Cauder Bux*	163	British Indian brig	28th ditto	Tuticorin	Calicut
10	No name	80	British Indian boat	30th ditto	Calcutta	Chittagong
11	*Futtay Ryman*	134	British Indian ganja	26th February	Balasore	Maldivhs and Calicut
12	*Stree Anjanayalu*	160	British Indian schooner	2nd March	Gopalpur	Madras

WATERS DURING THE YEAR 1883.

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Coals; valued at Rs. 33,000.	In latitude 9°08′ N., longitude 75°40′ E.	Malabár coast .	Fire. Spontaneous combustion .	None lost .	Totally lost.
310 bales of cotton; value Rs. 15,884.	Midway between Jaytápur and Devgad .	Bombay coast .	Collision with steamer *Savitri*. Carelessness of the tindal of the pattimar.	Ditto .	Rs. 13,680 worth was lost and Rs. 700 damaged; the remainder was saved.
In ballast . .	Off Pulo Brasse, near Acheen Head, North coast of Sumatra.	Sumatra island	Sprung a leak. Heavy weather	Ditto .	.....
Cocoanuts, bamoos, coir, &c.; value Rs. 798.	On a rock at the port of Dhámlej, near Veráwal.	Káthiáwár coast	Stranding. Carelessness of tindal.	Ditto .	Partially lost; value Rs. 130.
1,065 slabs of stones; value not reported.	Near the port of Veráwal . . .	Ditto .	Foundering. Gale . . .	Ditto .	Totally lost.
17,800 bags of rice and paddy; value Rs. 40,762.	Between the Outer bar buoys, entrance to the Kornafuli river.	Chittagong coast.	Stranding. Want of steam power	Ditto .	Partially lost; value Rs. 5,686.
Teakwood logs and mangowood planks; value Rs. 900.	On a sand bank at entrance to the Kanai creek.	Gulf of Cambay	Stranding. Heavy weather .	Ditto .	Totally lost.
Fish and empty bags; value Rs. 640.	On a sand bank in the Basseen creek .	Bombay coast .	Ditto ditto .	Ditto .	Rs. 560 worth lost and the remainder damaged.
129 tons salt; value not stated.	On the shore about a quarter of a mile to the S.-E. of the Coote Reef buoy; Calicut roadstead.	Malabár coast .	Stranding. Carelessness of tindal.	Ditto .	Partially lost; value Rs. 7,470.
Kerosine oil, &c.; value Rs. 22,000.	On a sand bank in the Hattyah river, mouth of the Megna.	Sunderbuns .	Ditto ditto .	Ditto .	Partially lost; value Rs. 9,000
Rice, ghee, &c.; value Rs. 5,700.	On the Thalai Auli rocks, East of Karavalai-kuda.	Gulf of Manár .	Stranding. Stress of weather .	Ditto .	Partially lost; value Rs. 5,450.
95 tons of rice; Rs. 5,200.	On shore about ¼ of a mile E.-N.-E. of the Gopalpur Custom-house.	Madras coast .	Stranding. Heavy weather .	Ditto .	Totally lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
13	No name	18	British Indian boat	7th March	Nalcheera	Chittagong
14	*Luxmipassa*	Not reported	Native craft	8th ditto	Goa	Kurrachee
15	*Dariadowlat*	42	British Indian padow	22nd ditto	Ditto	Dholera
16	*Lakhmipashá*	Not reported	Portuguese Native craft	25th ditto	Kalyán	Diu
17	*Madat Moula*	163	British Indian brig	26th April	Laichanpur	Vizagapatam
18	*Mohideen Hydross*	64	British Indian dhoney	9th May	Negombo	Kilakara
19	*Ramprasad*	25	British Indian muchwa	10th ditto	Vengurla	Málvan
20	*Mahadevprasad*	37	British Indian pattimar	Ditto ditto	Bombay	Cannanore
21	*Lexmi*	27	Ditto ditto	Ditto ditto	Cochin	Bombay
22	*Anjeneyaprasad*	16	British Indian mahangiri	Ditto ditto	Kálai (Konkan)	Molky (near Mangalore)
23	*Bhawanipussa*	97	Native kotia	11th ditto	Ponáni	Bombay
24	*Catanian*	1,313	British screw steamer	Ditto ditto	Kurrachee	Marseilles

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Paddy; value Rs. 225.	On a sand bank in the mouth of the Bhulair khal, Megna river.	Sunderbuns .	Stranding. Carelessness of tindal.	None lost .	Totally lost.
Cocoanuts, cashew-nuts, and bamboos; value not reported.	On a reef about 1½ miles outside the port of Mádhavpur, near Porbandar.	Káthiáwár coast	Stranding. Overladen . .	Ditto .	Ditto.
Cocoanuts; value Rs. 1,900.	On a sand bank about 8 miles to the eastward of the Khún lighthouse.	Gulf of Cambay	Stranding. Carelessness of tindal.	Ditto .	Ditto.
Bajri and rice; value not stated.	On the Todianiburd-nikadi-nokharábo rock off the port of Mahuva.	Káthiáwár coast	Ditto ditto .	Ditto .	Ditto.
144 tons rice; value Rs. 5,000.	On shore in the Borabulung river, Balasore roads.	Orissa coast .	Stranding. Heavy weather .	Ditto .	Ditto.
Teakwood planks and logs; value Rs. 609.	On the shore off Thanikodi, Rámesvaram island.	Gulf of Manár .	Ditto ditto .	Ditto .	Partially lost, value Rs. 350.
Rice; value Rs. 125.	On a sand bank at the entrance to the Karli creek, midway between Vengurla and Málvan.	Bombay coast .	Ditto ditto .	Ditto .	Totally lost.
1,296 maunds of salt; value Rs. 3,300.	On shore in the Cannanore harbour .	Malabár coast .	Ditto ditto .	Ditto .	Partially lost, value Rs. 955.
Coir, cocoanut oil, and oil-cakes; value Rs. 1,987.	On shore opposite the Custom-house, Cannanore harbour.	Ditto .	Ditto ditto .	Ditto .	Rs. 1,000 worth was lost, and Rs. 200 damaged.
None . . .	On the beach at the North side of the mouth of the Molky river.	Ditto .	Ditto ditto .	Ditto .	...
40 tons of cocoanuts and timber; value not known.	On the shore a little North of the Beypur bar.	Ditto .	Stranding. To prevent foundering.	Ditto .	Partially lost, value Rs. 500.
2,650 tons of gingelly seed, and wheat; value Rs. 2,75,000.	On Ship rock a little to the southward of the Hánish island; West point of Great Hánish island bearing N. N. W., and S. W. point of Rugged island N. E. by N.	Red sea .	Stranding. Incorrect charts .	Ditto .	Partially saved, value Rs. 25,000.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
25	*Chinsura*	1,320	British steamer	13th May	Calcutta	False Point
26	*Lukhmipasa*	139	Native ganja	18th ditto	Sálâya (Seraia)	Bombay
27	*Stree Sitaramswamee*	146	British Indian dhoney	Ditto ditto	False Point	Madras
28	*Mahadev Pasa*	Not reported	Native craft	Ditto ditto	Bombay	Túna (Gulf of Cutch)
29	*Barnsley*	1,310	British screw steamer	1st June	Bassein (Burma)	Port Said
30	*Cochin* (*See Casualties No. 170*).	2,085	French screw steamer	8th ditto	Calcutta	Hull
31	*Knight of the Bath*	1,496	British screw steamer	17th ditto	Bombay	Havre
32	*Ruparel*	6	British Indian muchwa	2nd July	Broach	Gogha
33	*Rehamani*	9	Native dingy	3rd ditto	Sirgando	Lakhpat
34	*Consolation*	764	British screw steamer	11th ditto	Singapore	London *viâ* Penang
35	*Erminia J*	932	Austrian ship	12th ditto	Akyab	The Channel
36	*Airy*	1,187	British screw steamer	16th August	Bombay	Port Said

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value Rs. 2,00,000.	On the sands off the S. E. end of Dowdeswell island, and about 4 miles N.-E. by E. of the False Point lighthouse.	Orissa coast .	Stranding. Carelessness of master.	One lost . .	Totally lost.
Cotton and castor-oil seeds; value Rs. 17,840.	On the mud flat at Wáya Kund in the port of Sálaya (Seraia.)	Gulf of Cutch .	Stranding. Tides . . .	None lost .	Partially lost, value Rs. 6,000.
154 tons of rice; value Rs. 8,400.	Near the mouth of the Khusbadra creek, about 5 miles South of the Black Pagoda, Puri.	Orissa coast .	Sprung a leak. Heavy weather	One lost . .	Totally lost.
Miscellaneous; value not reported.	Midway between Verávval and Mangrol	Káthiáwár coast	Foundering. Stress of weather	None lost .	Ditto.
Rice; value Rs. 1,99,163.	On a sunken reef to the N. E. of Suadiva Atoll, in latitude 0.° 46′ N., longitude 73° 21′ E.	Maldivhs .	Stranding. Carelessness of master.	Ditto .	Ditto.
40,844 bags of wheat; value Rs. 3,33,109.	Above the red Nun buoy to the North of Nurpur point.	Hooghly river	Collision with *S. S. Clan Drummond*. Carelessness of pilot of *S. S. Clan Drummond*.	Ditto .	Ditto.
Wheat, cotton and linseed; value Rs. 4,43,200.	On a sunken rock, about 3 miles East of the Kuriyan Muriyán islands.	S. E. coast of Arabia.	Stranding. Carelessness of master.	Sixteen lost .	Ditto.
Earthen jars; value Rs. 90.	Off the Bhabhuj village in the Narbada river.	Gulf of Cambay	Capsized. Tides . . .	One lost .	Ditto.
General; value Rs. 1,000.	In the Sir creek, about 40 miles from Sirgando.	Sind coast .	Foundering. Heavy weather .	None lost .	Partially lost, value Rs. 200.
General; value $ 202,583.	On the beach, 6 miles South of Rás Badah, near Cape Guardafui.	N. E. coast of Africa.	Stranding. Carelessness of master.	Two lost .	Totally lost.
1,332 tons of rice; value Rs. 1,10,852.	On the Fakir rocks, in the port of Akyab or Arakan, about 400 yards from Fakir point; Savage island lighthouse bearing S. ½ E. and North Hammock N. E. ¼ E.	Burma coast .	Ditto ditto .	None lost .	Partially lost, value Rs. 76,081.
2,500 tons of wheat; value £24,500.	On a reef off Nishto, about 11 miles to the Northward of Rás Fartak.	S. E. coast of Arabia.	Ditto ditto .	Ditto .	Totally lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
37	*Tulear*	298	French barque	20th to 23rd August.	Cocanada	Bourbon *vid* Pondicherry
38	*Ruparell*	Not reported	British Indian battalla	23rd August	Gogha	Bombay
39	*Lord*	158	British Indian schooner	26th ditto	Narainganj	Chittagong
40	*Lakhmi Pussa*	71	Native Navadi	Ditto ditto	Bombay	Tánúr
41	*Padarath*	82	Native ganja	27th ditto	Calicut	Bombay
42	*Lakshmaprasad* (See Casualties No. 249).	85	Ditto	Ditto ditto	Cutch Mándvi	Calicut
43	*Pudarat*	61	Native battalla	27th ditto	Ditto	Ditto
44	*Futtehreman*	40	British Indian ganja	28th ditto	Kurrachee	Keti
45	*Fasel Careem*	1,011	Turkish ship	29th ditto	Jiddah and Maskat	Calcutta
46	*Haddington*	1,206	British barque	1st September	Calcutta	London
47	*Labhsawai*	78	Native battalla	5th ditto	Gogha	Bombay
48	*Faizur Rohman*	117	British Indian brig	8th ditto	Narainganj	Chittagong

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
250 tons of grain; value Rs. 13,000.	About 100 miles to the S. E. of Narsapur point.	Bay of Bengal.	Sprung a leak. Heavy weather	None lost	Partially lost; value Rs. 1,000.
Yellow earth; value Rs. 125.	Between Ghodwad and Chikale	Bombay coast	Foundering. Old and rotten	Ditto	Totally lost.
Jute; value Rs. 21,800.	Near Mandoli point in the Jalchira river	Sunderbuns	Capsized, Eddy tide	Two lost	Ditto.
Cocoanuts; value Rs. 500.	On the bank opposite the port of Tánúr,	Malabár coast	Stranding. Heavy weather	None lost	Partially lost; value Rs. 50.
Cocoanuts, jaggery and bamboo blinds; value Rs. 5,012.	Within ¾ of a mile from the shore in the port of Pudiangadi.	Ditto	Ditto ditto	Ditto	Rs. 4,400 worth was lost and Rs. 400 damaged.
In sand ballast	About two miles S. W. of Tellicherry in 7½ fathoms of water.	Ditto	Collision with *S.S. Culna.* The ganja *Lakshmaprasad* not exhibiting lights.	One lost	.....
None	On the beach off Padubidree Kadiapatna, near Molky.	Ditto	Stranding. Heavy weather	None lost	.....
In ballast	At Jah between the Dubah and Shisha mouths of the River Indus.	Sind coast	Foundering. Heavy weather	Ditto	.....
Salt, dates, and hulwa; value Rs. 19,175.	About 8½ miles to the south of port Alipee, midway between Ambalapoley and Porcad.	Malabár coast	Stranding. Heavy weather	Six lost	Totally lost.
General; value Rs. 2,00,000.	On the sands at Kalpi	Hooghly river	Grounding. Unavoidable	None lost	Partially lost; value Rs. 7,600
Yellow earth and empty casks; value Rs. 153.	On a rock about a mile off the Vadarai bandar.	Bombay coast	Stranding. Stress of weather	Ditto	Partially lost; value Rs. 127.
Jute; value Rs. 112,60.	On the Jalchira sands near Mandoli point, Sundeep channel.	Sunderbuns	Capsized. Carelessness of syrang.	One lost	Totally lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
49	*Scottish Chieftain*	1,398	British ship	8th September	Calcutta	London
50	*Jenny Lind*	48	British Indian schooner	10th October	Chittagong	Narainganj
51	*Sekunder Sha*	268	British Indian brig	11th ditto	Ditto	Ditto
52	*Akilandeswari*	181	Ditto ditto	16th ditto	Thirumullavasal	Madras
53	*Darya Mooje*	69	British Indian craft	19th ditto	Borlai (Konkan)	Bombay
54	No name	18	British Indian dingy	6th November	Gopeeganj	Chittagong
55	*Nisero*	1,182	British screw steamer	8th ditto	Sourabaya (Java)	Port Said
56	*Soogarprasad*	45	Native ganja	10th ditto	Bushire	Cutch Mándivi
57	*Jaganathprasad*	46	British Indian sloop	28th ditto	Calcutta	Balasore
58	*Palkhi*	11	Native craft	2nd December	Thal	Bombay
59	*Nooral Ahman*	44	British Indian schooner	3rd ditto	Rangoon	Chittagong
60	*Stree Babayya*	209	British Indian brig	4th ditto	Chittagong	Narainganj

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Wheat and jute; value Rs. 2,09,668.	On a reef in 4 fathoms of water to the S. W. of Rocky point, West coast of Middle Andamans, in latitude 12° 23' N., longitude 92° 40' E.	Andamans .	Stranding. Carelessness of master.	None lost .	Totally lost.
Salt and cotton; value Rs. 2,779.	At Mondolea Tekh in two fathoms of water in the Bamnee river.	Sunderbuns .	Capsized. Tides . . .	Ditto . .	Ditto.
In ballast . .	Near Bunkshie's chur in the Megna river.	Ditto . .	Foundering. Heavy weather .	Ditto . .	.....
Casurina logs and roots; value not reported.	On shore off the village of Kodnasheally	Gulf of Manár .	Stranding. Heavy weather .	Ditto . .	Totally lost.
Firewood; value Rs. 130.	On shore in the Therounda creek, a little North of Revdanda.	Bombay coast .	Ditto ditto . .	Ditto . .	Slightly damaged.
Rice; value Rs. 612	On the bank near the Sundeep Police station in the Megna river.	Sunderbuns .	Stranding. Current . .	Four lost .	Totally lost.
1,800 tons of sugar; value not reported.	A little North of Pangah village near Acheen Head, N. W. coast of Sumatra.	Sumatra Island	Stranding. Heavy weather .	None lost .	Ditto.
Wheat and dry fruits; value Rs. 2,400.	On the bank near the Sheesha mouth of the River Indus.	Sind coast .	Ditto ditto .	Ditto . .	Ditto.
.eral; value Rs. ,,250.	On the sands near the Inner bar buoy, entrance to Balasore river.	Orissa coast .	Stranding. Carelessness of tindal.	Ditto . .	Rs. 1,020 worth was lost, and Rs. 200 damaged.
Firewood; value Rs. 70.	On a rock to the West of Kundari island Fort.	Bombay coast .	Ditto ditto . .	Ditto . .	Totally lost.
In ballast . .	On Cheduba island	Burma coast .	Stranding. To prevent foundering.	Ditto . .	.....
Ditto . .	Between the Bidou and Siddee islands in the Sundeep channel.	Sunderbuns .	Capsized. Stress of weather .	Five lost .	.....

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.
61	*Fathel Khair*	73	British Indian pattimar	10th December	Bombay	Alipee
62	*Hastings*	541	British barque	12th ditto	Madras	Balasore
63	*Balar Yeshvanty*	17	British Indian craft	19th ditto	Sadáshivgad	Bombay
64	*Jamnáprasád*	27	British Indian padow	28th ditto	Omar (Surat)	Ditto
65	*Dowlatprasad*	Not reported	British Indian gulbut	31st ditto	Kurrachee	Ditto

DURING THE YEAR 1883—*concluded.*

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Salt, brass, and copper metals, and Rs. 5,000 in cash; value not stated.	On a sand bank at the North end of Ponáni port.	Malabár coast .	Stranding. Carelessness of tindal.	None lost .	185 bags of salt lost, value not given.
250 tons sand ballast.	In latitude 9° 10' N., longitude 85° 0' E.	Bay of Bengal .	Sprung a leak. Heavy weather	Ditto . .	.....
Firewood; value Rs. 102.	On the Ambálgad rocks, Sadáshivgad harbour.	Bombay coast .	Stranding. Heavy weather .	Ditto . .	Totally lost.
Firewood; value Rs. 150.	In the Mindhola river . . .	Gulf of Cambay	Foundering. Tides . .	Ditto . .	Ditto.
Cotton, potatoes, &c.; value not reported.	Near Surat (exact position not given) .	Ditto . .	Foundering. Heavy weather .	Eleven lost .	Ditto.

NOTES ACCOMPANYING THE WRECK STATEMENT FOR JANUARY 1883.

1. The British wooden ship BRITISH EMPIRE [of Liverpool, 1,414 tons register, official number 92602, age 19 years, classed at Lloyd's *S.C.I.] from North Shields to Bombay, with a cargo of coals. It appeared that the ship left North Shields on the 15th August 1882, bound for Bombay, and was surveyed and re-classed a few months before her previous voyage. She carried a cargo of 1,788 tons of West Hartley steam coal, loaded at the Northumberland dock. The coals were very small, with a great deal of dust and fine coal like sand, and were stored in bulk fore and aft the ship, on the vessel's skin, within about two feet of the upper deck. The weather was dry when the coals were taken in. In the hold there were no ventilating shafts, but the fore and mainmasts were of iron with cap ventilators, which communicated with the hold. There was surface ventilation effected by means of two iron ventilators, one about 18 inches in front of the foremast and the other about two feet abaft the mizen-mast. In addition to this two hatches were kept open in all weathers, one under the forecastle head, and the other in the fore cabin under the skylight. There were also the usual fore, main, and after-hatches. The vessel experienced very bad weather during the 21 days which took her to reach the Lizard; but after that she had fair weather. On the 6th November, the first officer observed a slight vapour issuing from the coals in the fore-hatch. He turned the coals over, and found it was caused by a leakage round the combings of the fore-hatch. This was speedily remedied by spreading out the damp coals and drying them. After this all appeared to have gone well on the voyage until the 4th January, when the ship was in latitude 9° 08′ N., longitude 75° 40′ E. (Malabár coast). The ventilation and pumps were carefully attended to all this time, the hold was often visited, and invariably found cool. But the testing of the temperature of the coals with a small brass thermometer appeared only to have been done casually at long intervals. At about 5 o'clock on the morning of the 4th January, the first officer called the master's attention to a smell like paraffin oil coming up from the after-hatchway, which was opened, and a smell like gas was found coming up, which passed off. The main-hatch was opened, a strong smell of gas came up, and the master then sent men down into the main-hold to turn the coals over; from 30 to 40 tons were taken out from under the main-hatch until the 'tween deck beams were reached, making a hole about 6 × 8 feet. The thermometer was then put on the top of the coals at the bottom of the hole so made, and registered 87°. The other holds were also tested at the same time, the readings being in the after-hold 85°, in the cabin 86°, and in the fore-hold 86°. This was the last time the coals were tested; they were then cool and dry, and no smoke was coming up. The hatches were left open, and the coals taken out were left on deck. No steps were taken to pour water down on the coals, because there was no appearance of fire; but if it had been necessary to do so, only some deck buckets were available for that purpose. On the following morning the second officer reported smoke coming up the main-hatch from the direction of the 'tween deck beams, in the forepart of the hatch towards the starboard side; but on going down the hatch there did not appear to be more heat. As it was concluded that the coals were on fire, those on deck were at once put down, and all the hatches were ordered to be battened down, having, meanwhile, got out provisions and water for the use of the crew, so that the hatches might not again be disturbed, when the battening down was

completed. Just before battening down a column of smoke came up the main-hatch in turning the coals over, and a great deal of gas was coming up the after-hold, but no smoke. Forward the first officer got up the chain cable, so as to block up the chain pipes to prevent any ingress of air. A little before midday the main-hatch was observed to be lifted up and down, and on inspection great heat was felt there, as also on the starboard side of the deck midway the combings of the hatch and the bulwark, at the same time pitch was oozing out of the seams. There was then no doubt about the ship being on fire; the poop cabin was so full of gas that it was impossible to stay in it. The ship's three boats were then ordered to be got ready. They were fully capable of holding the officers, crew and provisions. Meanwhile the fire had taken possession of the vessel fore and aft, and increased so rapidly that at 3 P.M. she had to be deserted, the master being the last man to leave her. Very shortly afterwards the rigging and the sails caught fire, and at 5 P.M. the mainmast fell over the side; an hour and a half afterwards the foremast went, the mizenmast following at 8 P.M. All that night the boats stood by the ship, and at 5-30 o'clock the next morning (6th January), the ship having then burnt down within two to three feet of the water's edge, they pulled away in company for the land. The boats kept together till the night of the 7th, but lost sight of each other after that. The master with five men in the gig was picked up on the 8th by the American ship *MacNear,* bound for Bombay; the first officer with nine men in the large boat reached the land, about 18 miles below Cochin, on the morning of the 10th, subsequently working up to Cochin, and were all taken to Bombay by the British India Steam Navigation Company's S. S. *Africa;* and the second officer in the life boat with nine men reached Alleppey on the morning of the 9th, being afterwards taken to Bombay in the British India Steam Navigation Company's S. S. *Rajputana.* Loss, approximate value of *British Empire,* Rs. 56,000; cargo Rs. 33,000. Crew 26 men; no lives lost.

[A Court of Inquiry was held in the Chief Presidency Magistrate's Court Bombay, on the 25th, 27th, 29th, 30th January and 3rd February, to investigate the circumstances connected with the loss, by fire, of the ship *British Empire.* The Court, after a careful consideration of all the evidence produced before it, were of opinion that the loss of the *British Empire* and her cargo of coals was entirely due to the spontaneous combustion of the cargo, which was small and fine, and more liable, consequently, to heat. The length of the voyage had no doubt contributed to the combustion, the vessel having been 142 days at sea when the fire broke out on the 5th January. Bearing in mind the surrounding circumstances, it appeared that the pouring down of water on the coals would have been of but little use. There was no doubt that the fire originated in the wake of the main-hatch, deep down in the coals, probably where they had been first shot down. There appeared to have been a considerable drop for the coals before they reached the hold of the ship. They were chiefly loaded down the main-hatchway, and as they were small coals, they must in the space of the hatchway have been of the very smallest size, owing to the pulverization they had undergone in the loading, and accumulating a quantity of fine slack and dust at the bottom of the ship. The Court recorded that it had been aided in coming to their decision by a perusal of the "Report of the Royal Commission" appointed to inquire into the spontaneous combustion of coals in ships, placed at their disposal by the courtesy of the Port Officer of Bombay. In the course of this Inquiry the Court had been much struck with the evidence given before the said Commission as to the system of loading coal ships at Home, and the danger arising from accumulation of small coal in a compressed mass under the hatchway, where experience showed that spontaneous combustion generally originated, and another instance of which was furnished in the case of the *British*

Empire. The summary to the report of the Royal Commissioners was specially valuable as regards the breakage of coal in its transport from the pit to the ship's hold, the ventilation of cargoes on the surface, and the means of testing the temperature of coals. The *British Empire* had no shafts for ventilation through the coals the Court was of opinion was right, but she had ventilation through her fore and mainmasts. Though she was fairly ventilated on the surface at her fore and after parts, yet amidships there was deficient ventilation, there being none at all in the way of the main-hatch or about that part of the ship, for the escapement of gases. The means on board for testing the temperature of the coals were quite inefficient, the body and not the surface of the coals requiring to be attended to. There was not even a sounding pipe to the pump wells in the vessel, any sounding being done by taking out the box of the after pumps, the main pumps being patent ones, and the boxes difficult to take out. The Court observed that it seemed desirable all coal ships should have test tubes let down into the coals, of a sufficient size to admit of a properly protected thermometer being passed up and down them, the mouths of the tubes being closed when not required, and those tubes should have been judiciously placed at intervals, so that all parts of the cargo could have been tested, and daily entries of the temperatures recorded in the log-book. The *British Empire* was also very deficient as to the means of putting out fire, there being only some wash-deck buckets on board, though she carried an inflammable cargo. With even the smallest outbreak of fire, it was questionable whether it could have been subdued with such miserable appliances. In conclusion the Court expressed their opinion that the master, officers, and crew were in no way to blame in respect of the loss of the *British Empire,* and that they only abandoned her when she was an entire wreck, and all hope of saving her was completely lost. The master was accordingly acquitted.]

The finding of the Court was confirmed by the Governor of Bombay.

2. The British Indian pattimar HATTI HAMNANT [of Anjanvel, 68 tons register, official number 6323, age 27 years], from Kárwár to Bombay, with a cargo of cotton, valued at Rs. 15,884. At 5 A.M. on the 5th January the pattimar had no lights burning, and when she heard the steamer *Savitri's* whistle altered her course three times, but unsuccessfully, when she came into collision with the steamer midway between Jaytápur and Devgad (Bombay coast). The pattimar being laden half mast high with cotton, which were also slung outside, being thus top heavy heeled over and immediately filled with water. Loss, value of pattimar, Rs. 5,000; cargo worth Rs. 13,680 was lost, and Rs. 700 was damaged; the remainder was saved. Crew, 16 men; no lives lost. (The collision was caused by the carelessness of the tindal of the pattimar.)

(For an account of the S.S. Savitri see Casualties No. 2.)

3. The Malayan schooner CALANTAN [of Singapore, 91 tons register, official number 71521, age not known], from Pulo Penang to Gerbei and Telokh Samoi in ballast. On the 7th January, at 8 A.M., the schooner, owing to strong E.N.E. winds and heavy sea, sprung a leak, drifted on to the rocks off Pulo Brasse near Acheen Head (North coast of Sumatra) and became a total wreck. Value of schooner, $2,500. The crew, 12 men, were saved in a boat.

4. The Native craft LAKHMIPASHÁ [of Bet (Gujarát), register tonnage, official number and age not reported], from Veráwal to Bet with a cargo of cocoanuts, bamboos, coir, &c., valued at Rs. 798. During the night of the 13th January, owing to the negligence of the tindal and crew, who had carelessly fallen asleep, the craft stranded on a rock at the port of Dhámlej, near Veráwal (Káthiáwár coast). Efforts were subsequently made as much as possible to get her off, but all to no avail. Accordingly, the craft having been unloaded, she was carried further up the shore by the force of the tide, where she

broke up. Loss, value of *Lakhmipashá*, not reported. Of the cargo Rs. 130 worth was lost. Crew, 5 men; no lives lost.

5. The Native craft LAKHMIPASHÁ [of Mángrol, 120 tons register, official number and age not reported], from Porbandar to Broach, with a cargo of 1,065 slabs of stones. The craft experienced a heavy and terrific gale of wind during the voyage, which made her unmanageable. When she reached Chorvad, her sails were carried away and she became leaky. The craft continued to steer along the shore; finally, on the 13th January, she foundered near the port of Veráwal (Káthiáwár coast). Loss, value of craft and cargo, not reported. The crew, 7 men, saved themselves by swimming to the shore.

6. The Norwegian wooden barque HEROLD [of Stavanger, Norway, 888 tons register, official number and class not known, age about 15 years], from Chittagong to Cochin, with a cargo of 17,800 bags of rice and paddy, valued at Rs. 40,762. It appeared that on the morning of the 22nd January the barque left its anchorage at Gupta khali in the Kornafuli river (Chittagong coast) with a light breeze and in tow of the Indian Government steamer *Chaffinch*. She proceeded accordingly, and when opposite Juldia flagstaff, where the last safe anchorage is, the tide was a little more than a quarter flood. The breeze still continued then, but it dropped when the vessel was near the upper buoy. The sails were made fast, and the vessel was slowly towed on by this small steamer until a light breeze again sprang up, and the staysails and topsails were also set. At the Middle buoy the signal for high water was seen; the pilot told the master of the towing steamer to go on quickly, which he did. However, it seemed that he could not get the barque out fast enough, for, on reaching the bar, she grounded between the Outer bar buoys, and as the tide was falling at the time she was unable to get off again. She subsequently floated off, when she was taken up the Kornafuli river and moored off the town. On the 25th January the *Herold* was surveyed and examined, and the Surveyors reported that the deck throughout was started and hove up more or less in some places to the extent of six inches; abaft the mainmast the planks were hove up and deck ends broken, all butts were more or less opened out. The covering board, watering butts all started and opened out. The main rail was hove up about nine inches, and was broken right through between the fourth and fifth shrouds of the main rigging. The deck of the poop was all started on the port side. The rudder was broken and could not be worked. The foremast had fallen about six to nine inches, the rigging hanging quite slack on both sides. The mainmast had been hove up and had a lean to port, the port main rigging being quite slack and starboard side tight, the iron work aloft carried away more or less. The mizenmast had a lean to port, and rigging all slackened up outside; four of the top side planks broken, tree nails started and wale plank butts and seams more or less opened out; in some places the plank butts had opened out to the extent of 1½ inches. The port main chain plate-fastening all started and drawn more or less. The main rail had risen about nine inches in the wake of the main rigging. The stem is slightly damaged and broken. The Surveyors were of opinion that it would be impossible to repair the *Herold* at Chittagong, as they apprehended that the vessel's back was broken, and accordingly recommended all despatch be used in discharging cargo, and that all top hamper be got down from aloft, so that when discharged she could be placed on the hard for a further examination. The barque was finally condemned and sold by public auction at Chittagong, and realized Rs. 10,450. Value of *Herold*, £6,200. The value of damage done to the cargo was reported to have been Rs. 5,686. Crew 16 men; no lives lost.

[A Court of Inquiry was held at Chittagong in the Assistant Magistrate's Court on the 20th February, to inquire into the circumstances which led to the grounding of the barque *Herold*. The Court stated that it was not necessary to

record any further evidence, and observed that the pilot appeared to have attended to his duties, and soundings were frequently taken. The Court were of opinion that there was no fault to be found with the pilot, as there seemed to have been a sufficient breeze to take the ship out with the help of the steamer when the last anchorage was passed, and he could not know that the breeze would fail. It was a question whether the pilot should not have turned back when the wind fell at the Upper red buoy; but on the whole, considering the state of the tide, the Court were of opinion that he was justified in proceeding. As a matter of fact, it seemed that another vessel in tow of a large steamer (S. S. *Embleton*) came up after the *Herold* and got out before her, although the steamer drew more water than the *Herold*. It, therefore, appeared that the vessel would have got out if it had adequate steam power. It may be that the pilot would have been right in refusing to take charge of a vessel without adequate steam power, but of course a Native pilot was hardly in a position to take high ground like this. The Court considered that the accident was due to the inadequate steam power of the *Chaffinch*, and the pilot did the best he could under the circumstances. The Court also considered that the river was not safe for vessels over 18 feet without a proper tug steamer. The pilot therefore was acquitted.]

The Port Officer of Chittagong concurred in the above views, and attributed the grounding to want of steam power of the *Chaffinch*. The tide rose 11 feet 6 inches on the 2nd January, which would give 21 feet 6 inches high water on the bar; but it was high water when the vessel was at the Middle bar, and although the stream would continue to run up strong, the water would have fallen considerably before the *Herold* could reach the Outer bar. The pilot having got the vessel so far, could not do otherwise than attempt to get her out to sea, as there was no anchorage on the bars, and he could not have turned the steamer and ship and taken them back to Juldia anchorage, as she would also have grounded on the upper bar had he attempted to return.

The Commissioner of the Chittagong Division remarked that no one was to blame for the accident which had led to the loss of the barque, which was so seriously injured that she had to be sold in part as useless. In fact, the vessel nearly sank on the bar, had this occurred the entrance to the port would have been blocked and traffic at an end. The Commissioner recorded that it was extremely dangerous taking ships in and out without adequate steam power, and the blocking of the entrance by the sinking of a ship was what may occur any day, in which case the port would be a thing of the past with all ingress and egress for ships closed.

7. The British Indian padow DHANPARSÁD [of Surat, 44 tons register, official number 2930, age about 24 years], from Calicut to Mahuva (Káṭhiáwár) with a cargo of teak-wood logs and mango-wood planks. The padow left Calicut on the 11th January, and arrived safely as far as Daman; on the morning of the 25th she met with stormy weather, and was forced to take shelter in the Kanai creek off the village of Unjhal (Gulf of Cambay); when at the mouth of the bar she stranded upon a sand bank and broke up. Value of padow, Rs. 2,000; cargo, Rs. 900. The crew, 11 men, were saved by swimming ashore.

8. The Native craft SAKHARI [of Diu (Gujarát), 18 tons register, official number not reported, age not known], from Diu to Kalyán with a cargo of fish and empty bags, valued at Rs. 640. The craft was anchored in the Basseen creek (Bombay coast), and on the night of the 26th January, owing to the force of the storm, the chain parted, and being driven on a sand bank, she broke up. Loss, value of craft, not reported; cargo worth Rs. 560 was lost, and Rs. 80 damaged. The crew, 9 men, and 2 passengers, were saved by swimming ashore.

9. The British Indian wooden brig MOHIDIN CAUDER BUX [of Negapatam, 163 tons register, official number 1 of 1876, age 6 years], from Tuticorin to Calicut, with a cargo of 129 tons salt. On the 28th January, the night being dark and the wind blowing fresh from the N. W., the tindal imagined that he could weather the Coote reef buoy whilst standing into the roadstead, but the current set the brig to leeward, and she shoaled her water quicker than was expected; the anchor was let go in two fathoms, when the cable broke and she drifted ashore about a quarter of a mile to the S. E. of the Coote reef buoy, Calicut roadstead (Malabár coast). Loss, value of brig not reported; cargo worth Rs. 7,470 was lost. The crew, 16 men, were saved in the brig's boat. (The wreck could have been avoided if the tindal understood how to take bearings on a chart to the lighthouse from where the brig was, which would have shown him that he was running inside the Coote reef buoy and was shoaling his water as the brig proceeded.)

10. A British Indian boat (no name) [of Chittagong, 80 tons register, no official number, age not known], from Calcutta to Chittagong with a cargo of kerosine oil, &c., valued at Rs. 22,000. On the 30th January, the boat struck on a sand bank in the Hattyah river, mouth of the Megna, (Sunderbuns), and was wrecked. Value of boat not reported. Cargo worth Rs. 9,000 was damaged. The crew, 15 men, and 2 passengers, were saved by another boat which was lying close to her.

FEBRUARY 1883.

11. The British Indian ganja FUTTAY RYMAN [of Bombay, 134 tons register, official number 1 of 1881, age 19 years], from Balasore to Maldives and Calicut, with a cargo of rice, ghee, &c., valued at Rs. 5,700. The ganja was sailing in a proper route in the Gulf of Manár, when about midnight of the 26th February, owing to strong N. E. winds, her course was turned towards the beach; the tindal on observing that she had struck on the Thalai Auli rocks, east of Karavalai Kuda, tried his best to get her afloat, but in vain. The rudder broke, and the water rushing in, the ganja settled down on the rock. The value of ganja, Rs. 5,000; cargo Rs. 5,450 worth was lost. The crew, 12 men, were saved.

MARCH 1883.

12. The British Indian wooden schooner STREE ANJANAYALU [of Coringa, 160 tons register, official number 7 of 1880, no class, age 13 years], from Gopalpur to Madras, with a cargo of 95 tons of rice. At 2-45 P.M. on the 2nd March, owing to very strong breeze, the schooner dragged, parted from both her anchors, and canted head in shore into the surf about ¾ of a mile E. N. E. of the Gopalpur Custom-house (Madras coast). Loss, value of schooner, Rs. 6,000; cargo, Rs. 5,200. The crew, 30 men, were saved in boats.

13. A British Indian boat (no name) [of Nalcheera, 18 tons register, no official number, age 8 years], from Nalcheera to Chittagong, with a cargo of paddy. On the evening of the 7th March the boat ran on a sand bank in the mouth of Bhulair khal, Megna river (Sunderbuns); at flood-tide she floated off and went down in deep water. Value of boat not reported. Cargo all lost, value Rs. 225. The crew, 8 men, were saved by swimming ashore.

14. The Native craft LUXMIPASSA [of Khambháliya (Gujarát), registered tonnage, official number, age, &c., not reported], from Goa to Kurrachee, with a cargo of cocoanuts, cashewnuts, and bamboos. On the 8th March the craft, in consequence of being overladen and very deep in the water, ran aground on a reef about a mile and a half outside the port of Mádhavpur, near Porbandar (Káthiáwár coast), and went to pieces almost immediately. Value of craft and cargo not reported. No lives lost.

15. The British Indian padow DARIADOWLAT [of Bulsár, 42 tons register, official number 1666, age 25 years], from Goa to Dholera, with a cargo of cocoa-nuts. The padow arrived safely off the Khún lighthouse (Gulf of Cambay) on the night of the 22nd May, when, at 3 A.M., owing to the darkness of the night, she struck upon a sand bank about 8 miles to the eastward of the Khún light-house. She gave a list to one side and finally broke up. Value of padow, Rs. 1,200; cargo, Rs. 1,900. The crew, 11 men, were saved by clinging to the wreck whence they got to shore.

16. The Portuguese Native craft LAKHMIPASHÁ [of Diu (Gujarát), official number 17, registered tonnage and age not reported] from Kalyán to Diu, with a cargo of bajri and rice. The craft, after leaving Kalyán, met with tempestuous weather which detained her for four days near Jáfarabad. She afterwards set sail towards Diu, and whilst passing Mahuva port (Káthiáwár coast), the tindal, on trying to clear the rocks lying off that port, struck on the Todianiburd-nikadi-ñokharábo rock at about 3 A.M. on the 25th March, and broke up. Value of damage to craft and cargo not reported. The crew, 10 men, were picked up by another craft which was anchored close by.

APRIL 1883.

17. The British Indian wooden brig MADAT MOULA [of Vizagapatam, 163 tons register, official number 1 of 1883, age 38 years], from Laichanpur to Vizagapatam, with a cargo of 144 tons rice. On the 24th April the brig met with a storm when at anchor at Laichanpur, which caused her to part from her anchors and drifted her ashore; after several attempts she got off, and proceeded towards Balasore. On the 26th she again struck near the Outer bar buoy, lost her rudder, and was dragged ashore in the Borabulung river, Balasore roads (Orissa coast). Exertions were made by the tindal and crew to float her, but all proved in vain. Value of brig, Rs. 11,000; cargo Rs. 5,000. The crew, 20 men, were saved by a boat and on pieces of the wreck.

MAY 1883.

18. The British Indian dhoney MOHIDEEN HYDROOS [of Pámban, 64 tons register, official number 20 of 1879, age 7 years], from Negombo to Kilakarai, with a cargo of teak-wood planks, logs, &c., valued at Rs. 600. On the 9th May the padow met with heavy weather and was driven near the shore off the East end of Rámesvaram island, where the anchors were let go; at 5 P.M. her cables parted, so she had to steer straight for the beach in order to save life, when she stranded off Thanikodi (Gulf of Manár), and broke up. Value of dhoney, Rs. 1,500; cargo worth Rs. 350 was lost, the remainder were saved. The crew, 10 men, and 8 passengers, were saved by swimming ashore..

19. The British Indian muchwa RAMPRASAD [of Málvan, 25 tons register, official number 2738, age about 17 years], from Vengurla to Málvan, with a cargo of rice. At about 10 A.M. on the 10th May, owing to the strong N.W. winds, the muchwa was driven on to a sand bank at the entrance to the Kárli creek, midway between Vengurla and Málvan (Bombay coast), and broke up. Value of muchwa, Rs. 800; cargo all lost, value Rs. 125. The crew, 9 men, were saved in boats.

20. The British Indian pattimar MAHADEVPRASAD [of Bombay, 37 tons register, official number 4146, age 36 years], from Bombay to Cannanore, with a cargo of 1,296 maunds of salt, valued at Rs. 3,300. On the 10th May the pattimar was lying at anchor in the Cannanore harbour (Malabár coast), discharging her cargo; boats were sent to lighten the pattimar, and her cargo was partially landed, when at midnight she met a heavy squall attended with violent rise of the sea, stranded and became a total wreck. Value of pattimar,

Rs. 1,200; cargo worth about Rs. 955 was lost, the remainder was saved. The crew, 11 men, were saved by means of boats.

21. The British Indian pattimar LEXMI [of Bombay, 27 tons register, official number 3022, age 23 years], from Cochin to Bombay with a cargo of coir, cocoanut oil, and oilcakes, valued at Rs. 1,987. The pattimar on her way to Bombay met with contrary winds when passing the Balipatam river, and put into Cannanore for shelter. On the 10th May, whilst lying at anchor opposite the Custom-house, Cannanore harbour (Malabár coast), she was found to be in distress, so boats were sent to lighten her and the cargo was partially landed, when, owing to the violence of the wind, no boats could venture out to sea; consequently the pattimar with the remaining portion of the cargo got ashore and became a total wreck. Value of *Lexmi*, about Rs. 800; cargo worth Rs. 1,000 was lost, and a portion valued at Rs. 200 was damaged. The crew, 11 men, were saved in boats.

22. The British Indian mahangiri ANJENEVAPRASAD [of Mangalore, 16 tons register, official number 9, age 15 years], from Kálai (Konkan), to Molky (near Mangalore), with no cargo on board. During the very rough weather of the 10th May, the mahangiri had no means to anchor in the sea, nor could she set sail for Bhúdhargád, as it was dark; when entering the Molky port (Malabár coast), at low tide, she stranded on the beach at the North side of the mouth of the river and broke up. Value of mahangiri, Rs. 2,500. The crew saved themselves by jumping on to the beach.

23. The Native kotiá BHAWANIPUSSA [of Veráwal (Káthiáwár), 97 tons register, official number 4387], from Ponáni to Bombay, with a cargo of 40 tons cocoanuts and timber. The kotia on her way from Ponáni met with a storm and sprung a leak on nearing Beypore; she became water-logged and the crew threw overboard a large portion of the cargo for the purpose of lightening her, but to no avail, as the hole in the bottom was a wide one. On the 11th May she was ultimately beached a little north of the Beypore bar (Malabár coast), where she subsequently broke up. Value of kotia, unknown; cargo worth Rs. 500 was lost; the remainder was recovered without any material damage. The crew, 11 men, were saved.

24. The British iron screw steamer CATANIAN [of Leith, 1,313 tons register, official number 84929, age 19 months, classed at Lloyds 100 A. 1.], from Kurrachee to Marseilles, with a cargo of 2,650 tons of gingelly seed and wheat, valued at Rs. 2,75,000. It appeared that the steamer left Kurrachee on the 4th May with a full cargo bound for Marseilles. All went well until the 11th May, when the steamer, proceeding through the Red Sea, was steering on a N.W. course; there was no tide, the weather fine and calm, and the sea smooth; no lead was hove. At 7-40 P.M. the steamer stranded on Ship rock, a little to the Southward of the Hánish islands, West point of Great Hánish islands bearing N.N.W. and S.W. point of Rugged island N.E. by N. Immediately after the steamer struck it was discovered that a hole had been made through her bottom from stem to amidships; she had hung amidships; and soundings were obtained 6 fathoms forward and 10 fathoms aft. The steamer rapidly began to make water, the stern being under water and the compartment full of it. On the following day the S.S. *Stolzenfels* was passing by, when signals of distress being made, she proceeded to the wreck, but seeing no chance of getting her off, brought the master and crew to Suez, whence they were conveyed to Port Said on the 18th May. The S.S. *Operculum* was despatched to render assistance to the wrecked vessel, but after some fruitless attempts to get the *Catanian* off, the *Operculum* returned to Aden on the 26th May, having saved 4,000 bags of gingelly seed. The master of the *Operculum* reported that he found the *Catanian* wrecked on Ship rock a little to the

Southward of the Hánish islands, and from the funnel to right aft she was submerged, there being 28 fathoms of water aft, and 3 fathoms abreast of the foremast. The bows were high in the air with the forepart visible, and a rock sticking through it. There was some dry cargo in Nos. 1 and 2 holds, which had all been taken to Aden. The vessel was a total wreck, and all her cargo in Nos. 3 and 4 holds was destroyed, and found that the master and crew had abandoned the vessel. Loss, value of *Catanian* £30,000; of the cargo Rs. 25,000 was saved, the remainder, valued at Rs. 2,50,000, was lost. Crew 27 men; no lives lost. (The wreck was caused by the master having navigated the S.S. *Catanian* by an erroneous chart issued by Messrs. James Imray & Sons, the only one he had on board.)

[A Naval Court of Inquiry was held at Port Said on the 25th May by Her Britannic Majesty's Vice-Consul, for the purpose of inquiring into the stranding and loss of the British steamer *Catanian*. The Court found that the S.S. *Catanian* was lost on a sunken rock between Rugged island and a small rock, not named, which was marked on the chart to the S.W. of Rugged island, the said rock not being marked on Imray & Son's chart of 1882, by which the steamer was navigated, although the rock was marked on the Admiralty chart of 1881. The Court found, therefore, that no blame could be attached to the master or the officers and the crew of the steamer *Catanian* for stranding or abandoning the said ship. They were therefore acquitted.]

25. The British iron screw-steamer CHINSURA [of Glasgow, 1,320 tons register, official number 76810, age 5½ years, classed at Lloyds 100 A.1.], from Calcutta to False Point, with a general cargo, valued at Rs. 2,00,000. It appeared that the pilot left the ship at about 8-45 A.M. on the 12th May, the Eastern Channel lightship bearing N.N.W., distant three miles, from which position departure was taken, and a course S. 54° W., in the direction of False Point steered. From the evidence it appeared that a fresh breeze was blowing from the S.W., amounting at times to half a gale. The Pilots' Ridge lightship was not sighted in passing, although the *Chinsura* should have been within the range of visibility of the light about sundown. It was not considered absolutely necessary that the lightship should have been sighted; but had this precaution been taken, it would have proved useful in checking the vessel's position, and admitting of due allowance being made for the Northerly set, which the vessel experienced, and which the master evidently anticipated. The chief mate's watch was from 4 to 8 P.M., and nothing of importance occurred during that time, save that he found the vessel to steer badly. At 9 P.M. the course was altered from S. 54° W. to S. 57° W., which was maintained until 12-30 A.M., when, having obtained soundings at 13 fathoms, the master became aware that he had been set further to the Northward than he had anticipated, and thereupon again altered the course to S. 50° W. This course was continued till 2 A.M., keeping in the same water, or a little more, and then the course was changed to S. 57° W. At 4 A.M. on the 13th the chief mate relieved the second mate, the latter giving the course to be steered as S. 57° W., and stating that the vessel was then in 12 fathoms. There was some evidence that the night order book was not written up when the master happened to be on deck. At about 4-15 A.M. the light at False Point was sighted right ahead by the masthead and forward look-outs, and by the officer of the watch, simultaneously, and at the same time the chief mate saw what he took to be breakers on the starboard side. He at once put the helm a-starboard, the vessel's head paying off from the supposed danger, and being steadied at South. On heaving the lead he got bottom at small 11. He then left the bridge to report to the master, who was sitting aft in his chair on deck. He reported that the light had been sighted bearing S.W. by W; that there was an appearance of breakers on the starboard side; that he had put the helm hard-a-starboard, bringing the ship's head to the southward, and that the

soundings he had obtained were a small 11. The master's statement that it was 11 fathoms being corroborated by the entry in the log which the chief mate believed he reported small 11. The master stated that the chief mate told him that he judged the distance of the light to be ten miles. The mate, however, said he did not mention any estimate of distance in reporting. The master ordered the chief mate to request the chief engineer to increase speed two knots, which order was conveyed to the engineer of the watch, and promptly carried into effect, an increase of one knot being obtained immediately, and a second in some twelve minutes afterwards. The helm was meanwhile ported by order of the master, who had gone on the bridge on receiving the report, and a course steered W.S.W., keeping the light a point on the port bow. The chief mate took another cast of the lead, about 4-30 A.M., and got small 10, which he reported to the master, who said "all right," and then went aft to his cabin. The chief mate walked the bridge for about eight minutes, during which the vessel was supposed to have attained a speed of nearly seven knots, and then again saw what he took to be breakers on the starboard bow, and promptly gave the order to starboard the helm, running to the lead to get a cast. Whilst he was in the act of heaving he felt the steamer strike on the sands off the S.E. end of Dowdeswell island, four miles N.E. by E. of False Point lighthouse (Orissa coast), and was thrown against the bridge rail. He reversed the engines full speed, and the master, coming on the bridge, repeated the order. The vessel's head then began to pay off, when the jib was hoisted, and the engines put full speed ahead, the starboard anchor being let go. The master finding all attempts to get her off ineffectual, stopped the engines, and shortly after the bower chain carried away in hawsepipe, and she continued to pay off. The master, fearing to drop the port anchor lest it would go through her bottom, then tried to get communication with the shore, and called for volunteers to take a boat. Unfortunately, owing to heavy northerly current, the raft was set to the North and round the bows and from under the lee where the officers were washed off by the heavy surf. The two lascars managed to reach the shore without difficulty, and the fourth mate, in an exhausted condition. The second mate unhappily failed to do so, and was drowned. During the whole time the ship was rolling heavily, and commenced to make water through tunnel. The master ordered the door to be shut and secured, but finding water still gaining, and pumps insufficient, ordered fires to be drawn, and allowed her to settle quickly so as to avoid excessive pumping. Loss, value of vessel, about £45,000. Cargo all lost. The S.S. *Chinsura* was sold by public auction at Calcutta for the sum of Rs. 3,500, and her cargo realized Rs. 400. The crew, 77 men, and 11 passengers; one life lost; the remainder were saved by the steamer's boats and a hawser cradle from masthead.

[A Court of Inquiry was held in the Port office, Calcutta, on the 1st, 2nd, and 4th June by the Officiating Magistrate of Howrah under section 4 of Act IV of 1875, to investigate the circumstances attending the stranding of the S.S. *Chinsura*. The Court having, in the course of the investigation under section 9 of the above Act, judged that there were grounds for charging the master with misconduct, whereas that the master on receiving information that the False Point light was in sight he failed to give such directions and to take such precautions as to ensure the safety of his vessel, and also erred in giving orders as to the course and speed of the ship which imperilled the safety of the said vessel and ultimately caused the loss of the said ship. The Court were of opinion that the master was guilty of grave imprudence in increasing the speed of the vessel in the direction of the coast after the light was seen, when he was clearly ignorant of the position of his ship. Whether the charts were reliable or, as one witness considered, incorrect, it was evident that soundings afforded by no means an accurate information of a ship's position in approach-

ing False Point until within about two miles, ten fathoms being found within a short distance of the shore, as well as 15 or 20 miles out, on a S.W. by W. line of bearing. This fact, of which the master must have been cognizant, should have induced far greater caution than he displayed in nearing the coast whilst a thick haze prevailed, increasing the difficulty of estimating the distance of the vessel from the light. The warning of the chief mate as to his belief that he saw breakers on the starboard beam seemed to have been absolutely ignored by the master, and this was explained by a statement that he and others had on a previous passage been deceived by a similar appearance, probably due to phosphorescence, although in a position in which it was known that there could be no breakers. The breakers reported by the chief mate were on this occasion observed precisely in the direction in which they might have been expected, and the Court were therefore of opinion that the master was culpably rash in increasing the speed of his vessel in the direction of the shore when he received a report of breakers and of the sudden appearance of the light, magnified and blurred, without any previous warning from the masthead, and culpably negligent in not endeavouring to ascertain, by taking angular bearings, the distance of his ship from the light. The Court were further of opinion that this rashness and this negligence brought the master's conduct within the definition of misconduct given in section 3 of Act XIII of 1878, as including both wrongful act as regards the orders given, and wrongful default as regards precautions which the Court considered ought to have been taken. The Court recorded that on no occasion was the vessel stopped during the passage to obtain accurate soundings, although the master seemed to have guided himself in some measure by the indications afforded by his lead. The master appeared to justify his increase of speed by the difficulty of steering his ship at the rate at which she was going, but the Court failed to recognize any justification for proceeding at high speed in the direction of a danger, the distance from which had not been ascertained. But for the increase in speed daylight would probably have shown the dangerous position of the ship in time to have averted the catastrophe. The Court considered that the master should have kept the vessel's head off shore and waited for daylight. Breakers had been reported on the starboard bow, the weather was thick and hazy, the light had not been seen from the masthead until it was seen from the deck, and then appeared magnified and blurred, and the mate had already hauled the ship's head off shore. There was no such advantage in arriving early as would justify the master in running the risk he did. The Court further considered that the master ought not to have left the bridge after giving the order to proceed at increased speed in the direction of the light. The result of the master's conduct had been the stranding, and total loss, of a valuable ship and cargo, and the death of the second mate in the course of subsequent efforts to communicate with the shore. The Court were glad to observe that, subsequent to the ship's stranding, neither master nor crew failed in using all proper exertion to save life and property; and further recorded its opinion that the chief mate appeared, whilst in charge of the deck, to have acted in a prudent and thoroughly seaman-like manner. Under section 12 of Act IV of 1875, the Court decided that the certificate of the master should be suspended for three months, taking into consideration the high class certificate he held, and the good character given to him by his employers, in not fixing a longer period of suspension, and the Court accordingly declared the said certificate of the master suspended for three months.]

The Lieutenant Governor of Bengal confirmed the finding of the Court.

26. The Native ganja LUKHMIPASA [of Sáláya (Gujarát), 139 tons register, official number 39, age 13 years], from Sáláya to Bombay, with a cargo of cotton and castor-oil seeds. On the 18th May, at 10 P.M., the ganja, whilst taking in

cargo at Wáya Kund, in the Sálaya or Seraia port (Gulf of Cutch), she drifted ashore, got embedded in the mud, and owing to the weight of the cargo she inclined on one side and shipped much water. The crew threw overboard a portion of the cargo, but to no avail, and subsequently broke up by the force of the tide. Value of ganja, Rs. 2,556; cargo worth Rs. 6,000 was lost; the remainder, valued at Rs. 11,840, was saved. Crew, 10 men; no lives lost.

27. The British Indian dhoney STREE SITARAMSWAMEE [of Madras, 146 tons register, official number 2 of 1881, age 27 years], from False Point to Madras, with a cargo of 154 tons of rice, valued at Rs. 8,400. It appeared that at False Point she took in her cargo and left for Madras on the 17th April. After proceeding for about 15 days the crew calculated that the dhoney was off Pondicherry, but about this time, in consequence of strong adverse winds and heavy seas, she was prevented from approaching the coast; the wind continued for a week, during which she shipped much water and was drifted about, when the crew had to throw overboard a portion of the cargo. The dhoney was apparently driven northwards, and the tindal afterwards discovered that she was off Puri, so he resolved to return to False Point in order to discharge the cargo and wait till the close of the monsoon. On the 12th May, when the dhoney was close to the mouth of the Khusbadra creek, about five miles South of the Black pagoda (Orissa coast), the weather became cloudy and the wind changed to the North, the tindal dropped the anchor in five fathoms of water. Here she remained for six days, when the sea continued rough, and the dhoney began to ship water considerably. At noon of the 18th the crew abandoned her and took the jolly boat, but it capsized, and one of the men (who had been suffering from fever and was in a weak state) was drowned. She finally broke up at midnight. Value of dhoney, not reported. Cargo all lost. The crew, 15 men; one life lost.

28. The Native craft MAHADEV PASA [of Túna, Cutch, registered tonnage, official number and age not reported], from Bombay to Túna, with a miscellaneous cargo. It appeared that the craft was returning from Bombay in May (exact date not known), when, during a sudden squall, she was swept on the Káthiáwár coast and stranded midway between Veráwal and Mángrol, and eventually foundered. Loss, value of craft and cargo not reported. The crew, 6 men, were saved by another craft, called the *Shankarprasad,* and taken on to Navánagar.

JUNE 1883.

29. The British iron screw steamer BARNSLEY [of Hull, 1,310 tons register, official number 82501, age 2 years, classed at Lloyd's 100 A.1.], from Bassein to Port Said, with a cargo of rice. It appeared that the steamer left Bassein (Burma) on the 19th May with a full cargo of rice on board, and on the 27th she arrived at Point de Galle, where she coaled. When in Point de Galle harbour one of the crew went below and found five or six inches of water in the chain locker. It was discovered that the anchor fluke had bulged in a plate. This was repaired and the steamer proceeded again on the 29th. The master stated that on the 1st of June, at noon, he found the steamer in latitude 1° 36′ N., longitude 73° 30′ E. He ascertained that there had been a current for the previous twenty-four hours, which had set the vessel about sixty miles to the S. E., and he shaped a course N. W. ½ W., which, he stated, should have headed the current, and led the vessel to mid-channel through the group of the Maldivhs. The *Barnsley* proceeded at full speed, making about nine knots; the master stated that at 8 P.M. he altered the course to N. W. (magnetic), being of opinion that the vessel had passed through the channel, his log giving him a distance of 66 miles. It appeared that the second officer was ill, and the master took his watch. There was a man at the wheel and one on the look-out. There was no one at the lead, as the master stated that there was no bottom two ship's lengths from

danger. It was quite dark at this time; there were no stars, and an observation could not have been taken. At 9-40 P.M. he first became aware of the appearance of land, which was in sight about 6 miles distant. He left the bridge to consult the chart, and before he could do so the steamer stranded on a sunken reef to the N. E. of Suadiva Atoll in latitude 0° 46′ N., longitude 73° 21′ E. (Maldivhs). The engines were immediately stopped, and after the vessel struck soundings were obtained, giving 13 feet forward and 9 fathoms at the stern, and he found the position of the steamer to be off Willee Gillee, one of the Suadiva islands. Having ascertained where the vessel was, the master found it impossible to save her. Some 7,000 bags of the cargo were landed from the wreck on one of the islands, but the master not being able to get them conveyed to Point de Galle, they were appropriated by the natives; but some stores were saved. On the 3rd June a swell set in from the North, which caused the vessel to make a considerable quantity of water, and she was finally abandoned on the 30th. The master and crew then got ashore at Willee Gillee, and on the 8th the S.S. *Nyanza*, belonging to His Highness the Sultan of Zanzibar, came up, so the master, availing himself of this opportunity, sent despatches by her to Point de Galle. The master, officers and crew then went to Sultan's island in open boats, where they remained until the 12th July, whence they were eventually taken to Colombo by Her Majesty's ship *Osprey*. Loss, value of *Barnsley*, £35,000; cargo, Rs. 1,99,163. Crew 29 men; no lives lost. (In the master's opinion, the cause of the casualty was an unexpected change of current from S. E. to S. W.)

[A Court of Inquiry was held at Colombo on the 14th July by the Receiver of Wrecks to investigate the circumstances attending the loss of the S.S. *Barnsley*, but its proceedings and report had not been forwarded to this Department. The *Barnsley's* Agents at Point de Galle reported that the Court acquitted the master of all blame, and his certificate was duly returned to him.

The case was again inquired into by the Board of Trade in the Town Hall at Hull. The Solicitors on behalf of the owners contended that the proceedings in Colombo had only been an inquiry. Since that inquiry the survivors of the wreck had made an allegation of drunkenness against the master, and when fresh evidence was forthcoming, the Board of Trade ordered a new inquiry. The Solicitors on behalf of the Board of Trade put in the following questions:—(1) what was the cause of the stranding of the S.S. *Barnsley* on the 1st June; (2) whether proper measures were taken to ascertain and verify the position of the vessel from time to time after leaving Point de Galle; (3) whether safe and proper alterations were made in the courses from time to time after leaving Point de Galle, and proper allowances were made for tide and currents; (4) whether from the evidence, the Court were of opinion that the master saw any land on the port side of the vessel between 8 and 10 o'clock on the night of June 1st, and if so, did he see it in time to have warned him of his close proximity to danger, and to have enabled him to have prevented the wreck; (5) whether the master was on deck at the time when the safety of his vessel required his personal supervision; and whether, having regard to the fact that the vessel had previously been set so far out of her course, the master kept a sufficient and proper look-out, and used every possible means to ascertain the position of his vessel; (6) whether, having regard to the weather on the night in question and the strong currents which were known to exist in the neighbourhood of the Maldivh islands, the master was justified in endeavouring to proceed through the channel in the dark; (7) whether every effort was made that could be made, and was prudent to save the steamer after the stranding; (8) whether the vessel was navigated with proper and seaman-like care; (9) whether at any time during the voyage, and particularly when the vessel stranded, the master was the worse for liquor; and (10) whether the master was in default. The Board of

Trade was of opinion that the certificate of the master should be dealt with. The Judge in giving judgment said: The judgment of the Court on the questions submitted to them for their opinion were as follows:—In reply to question (1), the Court were of opinion that the stranding of the S.S. *Barnsley* was due to strong currents setting her to the southward, and to her being kept too long on a N.W. ½ W. course, which course was evidently not made good; (2) After leaving Point de Galle observations were taken daily for latitude and longitude, and the Court were therefore of opinion that the proper and only available measures were taken to ascertain the position of the vessel from time to time; (3) At noon on May 31st the master, by observation, found that the vessel's course had not been made good, and that the current had set him since the previous day at noon about thirty miles to the southward, and that he was then in latitude 2° 20′ N., longitude 76° 40′ E., whereupon he altered the course to W. ½ S. That course was continued until noon on the 1st of June, when by observation he found that the current had again set him about 62 miles to the southward. He then altered the course N. W. ½ W., and kept it until 8 P.M., when it was again changed to N. W. by W. ½ W., half an hour afterwards to N. W. by W., at 9 P.M. to N. W. ½ W., and again at 9-20 to N. W., which was continued until the vessel struck. Having regard to the fact that the master found, on the two days mentioned, the current setting her so strongly to the southward, the alterations in the course were not sufficient, and consequently proper allowances were not made for currents; (4) On this point there was a great conflict of evidence, the master stating that the first time he saw land on the port side between the hours named was immediately before the wreck, whilst on the other hand the man at the wheel averred that the master drew his attention to some islands on the port quarter about 9 P.M., but that he did not himself see them. Whether the master saw land before he stated or not it was worthy of notice that between the hours of 8 and 10 the course was altered no less than three or four times to the southward, apparently with no other object than that of hauling the vessel off the land. Assuming that the land was only first seen when stated by the master, it was impossible for the Court to say whether there was then sufficient time to have enabled him to have prevented the disaster; (5) The master was on the deck at the time when his personal supervision was required for the vessel's safety, the look-out was sufficient and proper, and every possible means were taken to ascertain the position of the vessel; (6) Having regard to the fact that the master had experienced such strong currents, and that the vessel had previously been set so far out of her course, it would have been more prudent not to have attempted to proceed through the One and Half Degree channel in the dark; (7) After the stranding no efforts were made to get the steamer off, as it was the prevailing opinion on board that, in the event of their doing so, she would have at once sunk in deep water; (8) Except for reasons stated in answers to questions 3 and 6, the steamer seemed to have been navigated with proper and seaman-like care. The Court were perfectly satisfied that there were not the slightest grounds for suggesting that the master was worse for liquor at the time when the vessel grounded, or at any time during the voyage; (9) The Court did not find the master in default, but considered that he erred in judgment in attempting the channel at night, especially having regard to the then state of the weather, and to the fact of his having already experienced such strong currents; and the Court considered that when he first saw the land on his port bow he should have immediately put his helm hard-a-port, instead of leaving the bridge to consult his chart. The Court did not deal in any way with the master's certificate. The master was accordingly acquitted.]

30. The French iron screw steamer COCHIN [of Marseilles, 2,085 tons register, official number 3268, age 2 years, class not reported], from Calcutta

to Hull, with a cargo of 40,844 bags of wheat. It appeared that the *Cochin,* in pilotage charge, left town (Calcutta) on the 8th June, at 9-45 A.M., and rounded Fulta point, Hooghly river, at 1-45 P.M., with every one at their stations. At about this time the pilot, on observing the two inward-bound steamers, *Alsatia* and *Clan Drummond,* coming up—one on the point of entering the bar of the James and Mary's, the other in Hooghly bight—ordered the *Cochin's* engines to be put to half speed, and when off Single Tree to dead slow, so that the *Cochin* might time her speed in order to pass the steamers. The pilot finding that the *Alsatia* was deeply laden, concluded that she would cross in fairway, when the *Cochin* could pass her with a port helm above the black Nun buoy off Hooghly point, and then enter the fairway with the Eastern Gut clear of all traffic. At 2-7 P.M., when above the red Nun buoy to the northward of Nurpur point and very close to it, the pilot observed the *Clan Drummond* touch the flat below Nurpur point with her starboard bilge. Although the *Cochin* was well to the westward, the pilot ported and went further out, so that the *Clan Drummond* would have as much room to manœuvre as possible, and even use one or both her anchors if necessary. When about 800 feet above Nurpur point, the *Clan Drummond's* masts were in one coming towards the *Cochin,* heading between port fore rigging and fore part of bridge. Seeing that a collision was inevitable, the pilot ordered the *Cochin's* helm hard over to starboard and engines to full speed ahead. This manœuvre saved the collision at engine-room. At 2-30 P.M., the *Clan Drummond* unhappily came into collision with the *Cochin* end on abaft the port main rigging, cutting the latter vessel completely through the main deck waterway, the *Clan Drnmmond's* stern entering the main deck about 3 feet. After the collision the pilot stopped the *Cochin's* engines, when it was reported that the water was over the flooring of the engine room, and she was fast sinking. The pilot went on board the *Clan Drummond* and communicated his fears of a boiler explosion when the crew of the *Cochin* were taken on board the *Clan Drummond;* the *Cochin's* combings of the saloon aft being level with the water, and her bow rising and stern sinking. Within a quarter of an hour after the collision the *Cochin* sank aft, and was speedily immersed up to the bridge. Loss, value of *Cochin,* £60,260; cargo, Rs. 3,33,109. The crew, 43 men, were all saved.

[A Marine Court of Inquiry was held in the Port Commissioners' buildings at Calcutta by the Officiating Chief Presidency Magistrate on the 20th, 21st, 22nd, 25th, 26th, 27th, 29th and 30th June, under Act XII of 1859, to inquire into the circumstances which led to the collision between the inward-bound British S.S. *Clan Drummond* and the outward-bound French S.S. *Cochin,* whereby the latter was totally lost and serious damage done to the former vessel. The Court recorded that in this case the pilots were each charged with having, through ignorance, negligence, carelessness, unskilfulness, or other default in the performance of their duty, caused the loss of the French steamship *Cochin,* and serious damage to the British steam-ship *Clan Drummond* off Nurpur point in the river Hooghly. The two pilots were tried together, each were called by the prosecution as a witness against the other. The Court in coming to a conclusion as to whether either or both pilots were guilty of negligence, carelessness, or unskilfulness, found it necessary to consider the positions of the vessels a short time before the collision occurred. The undisputed facts were that somewhere near the Lower Nurpur point the *Clan Drummond* coming up the eastern side of the channel bilged on the eastern bank; that after bilging her bow paid off rapidly to port to about three points, and that she shortly thereafter came into collision almost at right angles with the *Cochin,* which sank within about ten minutes. It was necessary to point out that the channel in which the two vessels were proceeding in opposite

directions was a channel along the eastern bank of the river, and about 650 feet broad in the reach in which the collision occurred. It was the duty of the *Cochin* to have passed on the inner or western side, the other vessel keeping along the eastern side of the channel, which was some little distance from the natural bank. The chief point of conflict was as to the place where the *Clan Drummond* bilged upon the bank; those on board of her stated that it was above Lower Nurpur point, whilst it was stated by some of the witnesses for the other vessel that it was below that point. There was also a conflict as to whether or not the *Cochin* had passed the red Nun buoy. All the witnesses for the *Cochin* were positive that they had passed it, whilst the witnesses for the other vessel stated that the collision occurred just by the buoy. With reference to the question whether the *Clan Drummond* bilged above or below Lower Nurpur point, two witnesses, a pilot and a leadsman, who were on board the S. S. *Shahjehan* proceeding up, were called. Neither of them observed the collision, but they stated that they saw the two vessels locked together. At the time of making this observation they were to the N.W. of Nynan creek, and both of them stated that the two vessels were to the eastward of a line drawn from their then position and Lower Nurpur point. If this were so the collision must have taken place above Lower Nurpur point. The pilot of the *Cochin* stated that he was proceeding down the river, and that when he was opposite Anchoring creek he first saw the *Clan Drummond,* when at that time he reduced his speed to half speed and proceeded down. He continued to go at half speed until he got as far as Single Tree, and then he went dead slow, *i.e.*, about three miles an hour. She then proceeded down until she passed the red buoy, and three minutes afterwards the collision occurred. He stated that as he was passing the red buoy he observed the *Clan Drummond* bilge just below the Nurpur point, when the distance between the two vessels was about 750 or 800 feet. The head of the *Clan Drummond* then paid off until she appeared to come straight on towards the *Cochin*, whose head was to the westward. When he saw that a collision was imminent, he gave the order for the engines to go full speed and the helm to be put to starboard, with a view to lessening the shock and saving the *Cochin* being struck at the engine-room. The vessels after the collision drifted down together, and in about fifteen minutes the *Cochin* sank, all hands being saved. The pilot of the *Clan Drummond's* story was, that he was coming up the river full speed, *i.e.*, about 10 or 11 knots; that he observed the *Cochin* from the time he crossed the James and Mary's, which he did when the *Cochin* was about Anchoring creek. That when he was entering the Nurpur reach he observed the *Cochin* was hugging the eastern bank too much, the *Cochin* being then about Single Tree, distant "a little more than half a mile." This, he said, he had observed for about two or three minutes before he grounded. He was kept, he said, too close to the bank by seeing the *Cochin* keeping on towards the bank, and whilst his helm was a little a-port, his vessel bilged, then ran along her bilge about two lengths, and then paid rapidly off to port to about three points. When she bilged he gave the order to put the helm hard-a-port, and reversed the engines full speed. The *Cochin* was then about 300 to 400 yards off. The porting of the helm brought her head round half a point to starboard; but, notwithstanding the reversing of the engines, the *Clan Drummond* shot across the channel and struck the *Cochin*. The *Cochin* was heading to the westward more to the south than the westward, whilst the *Clan Drummond's* head was N.W. at the time of the collision. Before the collision he had observed the starboard side of the *Cochin* till his head paid off to port after the bilging. The collision occurred a little above the red buoy. When he struck his stern was half his length (which was 350 feet)

from the high-water mark, and that mark was about 40 feet from the natural bank of the river. These were the stories told by the two pilots, respectively, and the Court considered there could be no doubt that if the *Clan Drummond* had never bilged there would have been no collision. It was important therefore to consider the cause of the bilging; whether, as a matter of fact, the pilot of the *Clan Drummond* was compelled, or was justified in considering himself compelled, by anything which the *Cochin* did, to go so near the extreme eastern side of the navigable channel or cause his vessel to bilge. This rendered an inquiry as to the course pursued by the *Cochin* necessary, and the appearances which she would present to the other vessel in following that course. It was necessary, in the first place, to point out that the bank and also the navigable channel above Lower Nurpur point makes a curve in towards the east, and that therefore a downward vessel coming round the curve must necessarily show her starboard bow, or even her starboard side at some portion of the time to a vessel farther down the river in the reach below Lower Nurpur point. To the inexperienced eye this appearance would naturally suggest that the downward vessel was on a starboard helm, and therefore inclining towards the eastern side of the channel. It was admitted, however, by the experts on both sides, that this appearance at this particular point was well understood, and that a pilot coming up and entering the Nurpur reach ought not to conclude from that appearance that the downward vessel was making for, or hugging the eastern bank. In the present case, according to the pilot, and those on board of the *Clan Drummond* who spoke to this part of the case, the *Cochin* in coming round that curve did present, if not her starboard side, her starboard bow, until, according to some of them, she was within about 500 yards, and from this the pilot, rightly or wrongly, concluded that the *Cochin* was hugging the eastern bank. It was to be observed that if the *Cochin* had been coming round on a port helm from starboard at the time that the *Clan Drummond* shot off the bank and paid off three points to port, the effect of the *Clan Drummond* paying off to port would be to make the *Cochin* continue to show her starboard side, if she had been shewing it, for some little time, although she might have really ported and gone some considerable way across the stream on that helm. The pilot of the *Clan Drummond* stated that he observed the *Cochin* hugging the bank at the distance of half a mile, and this was before he bilged, and that he had observed this for two or three minutes before he bilged. The manœuvre, therefore, which led to his bilging his ship, must have commenced when the vessels were more than half a mile apart. Now, not only did the experts' evidence shew that the pilot of the *Clan Drummond* ought not to have been alarmed by the *Cochin* presenting her starboard side, but, assuming the *Cochin* was actually on the eastern side of the navigable channel, it would have been quite time enough for her to have ported her helm at half a mile or even one-fourth of a mile. If that were so, there was no reason why the pilot on board the *Clan Drummond* should have considered himself compelled to run in so close to the eastern bank as not only to run the risk of bilging, but actually to bilge his steamer. It might be noticed also that the pilot in his evidence stated that he had on a former occasion gone equally close into the bank at the same place without bilging, though he afterwards explained that that was with a vessel of a lighter draught; and he further said that had he known there was a chance of bilging he would have slackened speed. The evidence of the pilot and men on the *Cochin* went to show that they had passed the red buoy quite close. It was true that one witness gave the distance at a little under a length; but he was the man at the wheel, and not likely to observe how close it was. There was against that evidence the evidence of the two witnesses from the S.S. *Shahjehan,* which

was two miles off. They said that the two vessels whilst in collision appeared to have been on the eastern side of the channel; but it seemed to have been impossible, at a distance of two miles, looking down obliquely at two objects, admittedly near the bank, with that bank as a background, to say how near the bank the vessels were. That part of the evidence the Court considered unreliable, although it believed it to have been perfectly honestly given. That the *Cochin* was not hugging the bank, or, if she was, that she ported in time, the Court considered was probable from other circumstances. In the first place the collision, according to the story told by the men of the *Clan Drummond,* must, it appeared to the Court, have been on the western side of the channel, for these reasons; the master of the *Clan Drummond* said, that after his vessel bilged and got off with her head pointing three points across the channel, she ran across 200 or 300 yards. Both the chief and the third officers, and also the chief engineer, who were on the *Clan Drummond,* corroborated this. The chief officer said that after the *Clan Drummond* paid off three points to port, she ran on that course 300 yards. The third officer said that at the time of the collision the stern of the *Clan Drummond* was about 60 feet from the bank. The chief engineer's statement was that the *Clan Drummond* went on up to the time of the collision for two minutes after first bilging, and this time he gave by the clock. But the pilots' evidence on this point was conclusive. He said that at the time of the collision the stern of his vessel was half a length from high-water mark, which was 40 feet from the bank. If this evidence was to be accepted, there could be no doubt that the *Cochin,* at the time of the collision, was well to the western side of the channel. Now, if the story of the witnesses who were on board the *Clan Drummond* were to be accepted as reliable, that the *Cochin* did not port until just before the collision, it would have been impossible for her to have been so far across at the time of the collision. In the next place it was admitted that there was no tide and no wind, and it was a fact that the *Cochin* sank on the west side of the channel. These considerations left no doubt to the Court that the *Cochin* was on the proper side of the channel, and even if she had been hugging the eastern bank, as was suggested by the witnesses for the other vessel, that she ported in time to prevent any reasonable misapprehension of her movements on the part of the pilot in that vessel. It seemed monstrous to the Court to suppose that the pilot on the *Cochin* would have deliberately come down hugging the eastern bank until the two vessels were almost meeting. The evidence clearly exonerated the pilot of the *Cochin.* The only point on which the Court considered the pilot of the *Clan Drummond* to blame was in his keeping too close to the eastern bank, when there was no reasonable ground for him to have concluded that the other vessel was hugging the bank, or that if she was, that she had not plenty of time to get across. But for the bilging there would have been no collision, and that bilging was caused by a mistake of judgment, which, as a pilot, he ought never to have made—a mistake in judgment which, in the opinion of the Court, could only be put down to ignorance, carelessness, or unskilfulness. During this trial a great deal was made of the fact that the *Clan Drummond* entered the Lower Nurpur reach at full speed, the suggestion being that on this account the pilot had not exercised due caution. To the Court it did appear that in this respect there was great want of caution shown, but the evidence of the experts on the point put it beyond a doubt that it was the practice among pilots to come up this reach at full speed, even when there were vessels coming down the same reach. In the face of such evidence, therefore, it seemed impossible on this head to charge the pilot with unskilfulness or negligence. The jury took an hour and a quarter to consider their verdict, and in the end disagreed. It appeared that they were equally divided—two against two. The

Court called upon them individually to state what their verdict was. The two pilot Jurors returned a verdict of "not guilty" against the pilot of the *Clan Drummond,* and a verdict of "guilty" against the pilot of the *Cochin* of negligence in keeping too far on the eastern side of the channel. The two nautical Jurors returned a verdict of "not guilty" against the pilot of the *Gochin* and of "guilty" against the pilot of the *Clan Drummond.* For the reasons stated above, the President agreed with the verdicts of the two latter Jurors and accordingly found the pilot of the *Cochin* "not guilty," and the pilot of the *Clan Drummond*" guilty." The President regretted that, in doing so, he had been compelled to disagree with the nautical and pilot Jurors. The Court took time to consider the finding, and on the 29th they sentenced the pilot of the *Clan Drummond* to have his pay reduced by one- fourth for one month. Having regard to the fact that both the nautical and pilot Jurors considered him not guilty, and that in the Court's opinion, whilst the pilot was guilty of ignorance, carelessness or negligence in having made the mistake which he did, the mistake was not much more than an error of judgment, the Court considered it was not necessary to pass a heavy sentence. The Court made previous enquiries as to the probable amount of the pilot's earnings, and found that they were from Rs. 600 or Rs. 700 to Rs. 1,200 a month.]

I (the Port officer) considered that the collision was solely caused through the *Clan Drummond* having bilged in consequence of her pilot keeping in too closely to the eastern bank of the river whilst passing up through the narrow channel off Nurpur point. The vessel having once taken the ground, afterwards shot off diagonally into mid-stream, retaining partially her headway, but, becoming quite unmanageable and out of hand, blocked the channel (which in that particular locality is but 650 feet wide) for the free passage of the *Cochin*, which was steaming cautiously down with reduced speed at the time. I am of opinion, in concurrence with the verdict of the Court, that no blame whatever could be attributed to the pilot of the *Cochin* in connexion with the casualty. The preponderance of trustworthy evidence appeared to me conclusively to show that he was piloting on his proper or right hand side of the channel; that he adopted all precautionary measures by first slackening speed, then slowing, calling attention by steam signal to avert the collision, and when that collision appeared imminent, by endeavouring, as a last resource, to carry out a skilful manœuvre in starboarding his helm and increasing speed, so as to pass to port round the bows of the *Clan Drummond,* which, had only a few more feet separated the vessels at the time, would have doubtless proved successful in averting the disaster. I am further of opinion that the pilot of the *Clan Drummond* was culpable, inasmuch as he navigated too close to the eastern bank, by which error his vessel took the ground, and so became uncontrollable. This, he alleged, was in consequence of the *Cochin* persistently hugging the same side of the channel, contrary to the Rule of the Road. I did not think, however, that this allegation was supported by the evidence adduced, which, it must be admitted, was somewhat conflicting on this point, nor was it proved to the satisfaction of the Court. But even assuming for a moment the statement of the pilot of the *Clan Drummond* was correct in this particular, it surely could not be contended that he was justified in continuing to drive the *Clan Drummond* at a speed of 11 knots, when the *Cochin,* according to his own showing, was directly in his water, making no sign of keeping out towards the western side of the channel, as she clearly ought to have done, and only distant some 500 yards at the moment of his own vessel taking the ground. To my mind, therefore, the pilot of the *Clan Drummond* would have been in fault in either case, and I submitted that his not having given a wider berth to a hidden danger, which ordinarily would have mattered little, but in this particular instance culminated in such grave results,

was due, not probably to carelessness, but simply to an error of judgment on his part. For the actual collision itself he could hardly, in my opinion, be held responsible, as at the moment of its occurrence his vessel was quite beyond control, and when it became inevitable, he was endeavouring to carry into effect the only procedure possible under the circumstances, *viz.*, that of straightening his vessel in the channel by turning astern, and so hoping to lessen the shock of concussion. The Court by a majority entertained somewhat similar views of the case, and in their verdict I, in the main, concurred, whilst at the same time, judging from the contradictory nature of portions of the evidence, I did not consider the conclusion arrived at by the nautical portion of the jury, *viz.*, "that little or no blame could be attached to either pilot," at all strange or unreasonable. A good deal was brought out in evidence, and subsequent allusions had been made regarding the speed at which vessels should move in the river, but more especially when approaching each other in certain localities; and it might not therefore be out of order to place on record here an opinion shared in by the many officers of the Pilot Service that the "Rules of the Road on the Hooghly," chapter IV., sections 1 and 2, in the "Manual for the guidance of Running Pilots," were as full and explicit as there was any necessity for, and well adapted as they stood to meet most of the cases connected with the intricacies of river navigation. It would, therefore, be unwise in my opinion to add to, or change, them in any way, or to tie pilots down more closely to fixed gradations of speed, which in some instances, having regard to the class of vessels piloted, the tide and other influences, should be to a great extent left to their own discretion to employ as expediency or safety dictated.

The Lieutenant-Governor of Bengal concurred in the finding of the Court, acquitting the pilot of the *Cochin* and convicting the pilot of the *Clan Drummond,* but was of opinion, for the following reasons, that the sentence passed on the pilot was far from adequate. The judge found him guilty of ignorance, carelessness or negligence, but, on the ground that he made a mistake which was "not much more than an error of judgment," deemed it unnecessary to inflict a heavy punishment, and sentenced him to lose one-fourth of his earnings for one month. In this view of the extent of the pilot's culpability the Officiating Port Officer agreed, remarking that his mistake was due "not probably to carelessness or unskilfulness, but simply to an error of judgment." The Lieutenant-Governor, however, pointed out that errors of judgment could not always be held a sufficient ground for exempting pilots from punishment. Such errors were not unfrequently manifestations of ignorance or unskilfulness, for which pilots were liable to punishment under the law. In the present case the pilot was not called upon to act on the spur of the moment. He had no reasonable ground for believing that the *Cochin* was making for or hugging the eastern bank, as appeared from the judgment of the Court, and he had ample time to consider what was the best course to adopt in order that the two vessels might pass each other safely. Nevertheless he navigated his vessel in such a manner as to make her bilge the bank, and thus bring about the collision. In the words of the Court he made a mistake which, as a pilot, he ought never to have made. Under these circumstances, it seemed clear to the Lieutenant-Governor that his action, although it might doubtless be termed an error of judgment, was the result of great ignorance and unskilfulness, and that, as the consequences were of so serious a nature, it would have justified the imposition on the pilot of a far heavier punishment than the nominal sentence passed by the Court. The Lieutenant-Governor could not, however, interfere with the sentence. He was not authorised to enhance it under the Act, and he was, therefore, compelled to record his approval of it under section 18. The Lieutenant-Governor hoped that the pilot would take it in the light of a serious admonition to be more careful in future.

(*For an account of the Clan Drummond see Casualties No. 170.*)

31. The British iron screw steamer KNIGHT OF THE BATH [of Liverpool, 1,497 tons register, official number 84130, age 2 years, classed at Lloyd's 100A.1.], from Bombay to Havre, with a cargo of wheat, cotton, and linseed. It appeared that the steamer left Bombay on the 12th June, bound for Havre with a full cargo of general merchandise. After the pilot left her about 5 P.M. on that day, the master stated he kept to the W. by S. (southerly) course, by standard compass, up to noon of the 13th. He was then in latitude by observation 18° 37′ N., and steered due West by the standard compass, with no error, up to the 16th, and that on the 16th and 17th he steered W. ¾ S.; that at noon on the 17th the steamer's position by observation was latitude 18° 03′ N., longitude 58° 13′ E.; that about 10 minutes after 12 o'clock that day, after the sights were worked, he altered the course to W. S. W. Observations were taken morning and afternoon by the master assisted by the first or the second officer; they each worked them out separately, and compared the results with the master. The two chronometers were from time to time compared. Azimuths were taken twice daily, and the standard compass compared with the steering compass every four hours. Average monsoon weather was encountered, no current was met with, and no land had been sighted up to the 17th. On that day, the master stated, there was a fine clear horizon when the morning sights were taken, but it was not so clear to the westward as it was to the eastward. The first and second officers worked out the ship's position at noon and handed the results to the master. They were similiar to the master's, except that the second officer made out a difference of one mile to the North in his latitude. The position by dead reckoning was a mile or two ahead of that by observation, as shown by the patent log, which appeared to have been the only one used on the voyage. When the master laid down the course W.S.W. he did not steer for any particular point, but to a course which he considered to be clear of all islands. When he laid down that course he intended to pass the Kuriyan Muriyán islands from 12 to 15 miles, which he thought to be sufficient, considering the weather. No afternoon sights were taken, as the weather was too cloudy, but an azimuth was taken, and the error of 3° W. on the W. S. W. course was obtained. At 5-50 P.M., the master stated, as he expected, there would be a slight current running parallel to his course and the land; he changed the course to S. W. by W. ½ W. to give the islands a clearer berth, so as to pass them at a distance of over 20 miles. The master did not expect to sight the Kuriyan Muriyán islands; it was ordinary monsoon weather, the wind and sea from the S. W. The wind had abated a little during the afternoon, and the sea had been going down gradually during the past two or three days. The steamer was going 7½ to 8 knots; it was not a very clear night, but a little hazy. The moon was not very bright, though four days before the full. At about 10 minutes to 10 o'clock that night the master went into the chart room on the bridge, dressed as he was, and sat down on the settee. The third officer went on watch that night at 8 o'clock. He received the course from the first officer of S. W. by W. ½ W., and a few minutes afterwards the master requested him to tell the third officer that the steamer would be abreast of an island between 1 and 2 A.M. the next morning, and if he observed any signs of land to call him and that he would be lying down in the chart room. The third officer stated that there was a good moon that night, only it was hazy towards the horizon. On this night there was simply a look-out kept in the upper bridge, it being impossible to place a look-out forwards on account of the steamer shipping heavy water over the bows. Christian Thoresen (an able seaman) stated he relieved William Roach (also an able seaman) on the look-out on the upper bridge at 12 o'clock that night, and that William Roach reported to him that

there was nothing in sight. Christian Thoresen further stated that it was not a very clear night, and that the wind was on the port bow. The third officer stated that about 5 minutes past midnight he saw what appeared to be land about 3½ points on the starboard bow. He could see no breakers or anything, and that it seemed to be 7 or 8 miles off; that whilst he was looking at it the man on the look-out (Christian Thoresen) reported it to him. The third officer then ran down and called the master, requesting him to come on deck at once, as he thought he saw land on the starboard bow. The master followed him on deck immediately, and he pointed out the land to the master, who looked at it through the night glasses. The master stated he considered the land, when he first saw it, was distant about 7 or 8 miles. He told the third officer to take a bearing of the land, and then ordered the helm to be put to starboard and to steady her on the S.W. The third officer took a bearing of the land by the standard compass and reported it bore W ½ N. The master on leaving the bridge directed her to be kept steady on the S.W., and went into the chart room to consult his chart. On looking at his chart he saw that a sunken rock, about three miles to the westward of Jazirat Kibliyah, was in the same line as his bearing. He instantly stepped out on to the upper bridge and ordered the helm to be put hard-a-starboard. At the same time he saw breakers on the port bow, when he ordered the helm to be put hard-a-port and ran to the telegraph and rang it full speed astern. About a minute afterwards the S.S. *Knight of the Bath* struck forward on a sunken rock, about three miles east of the Kuriyan Muriyán islands (South-East coast of Arabia). The steamer after stranding, continued to run up on the rocks as far as the engine-room, heavy breakers at once breaking over the vessel fore and aft. The master seeing that nothing could be done to save the steamer, and the only chance of saving life was to take to the boats at once, he ordered all hands to man the life-boats. The starboard life-boat was got ready and slung out in a few minutes; but when ready to lower, the master could not at first induce any of the men to enter it until the third officer volunteered to go, and then only six men followed him. In lowering the boat it struck against the steamer's side as it rolled, and one of the men jumped on board again. Eventually it was lowered all safe, and got clear of the ship. The master then directed the port life-boat to be got ready for lowering, whilst he tried to get a line passed from the ship to the starboard life-boat, which was drifting astern. He then sent the boatswain to try and get two life-buoys from the bridge to make fast to a line, so that it might drift to the boat. The boatswain tried to get forward, but reported he could not do so on account of the sea. The master then made forward himself, seeing on his way that the port life-boat was all right and ready for lowering. He got the two life-buoys from the bridge and was going aft with them, when a heavy sea broke over the steamer and washed him overboard. Providentially he was picked up a few minutes afterwards, in an almost insensible state, by the third officer, and put at the bottom of the life-boat, whilst the men in her were trying to pull up to the vessel. The first and the second officers assisted in getting the port life-boat ready. When it was ready, the first officer brought two knives and gave one to the second officer and the other to another man who were in the boat, and told them to cut the falls when the boat reached the water. At this time the cook, the second cook, and three or four others were hanging on to the funnel guys, and were sung out to, to get to the boat, but they would not move. The first officer then gave the order to lower the boat, lowering the forward end himself. As soon as the boat touched the water the blocks unhooked, when a sea struck it, and it was carried about 20 yards away from the vessel. The second officer then tried to reach the steamer but finding he could not do so with the hands he had in the boat, he pulled towards the other boat. It was determined that he

should take all the sailors in his boat and try to reach the steamer, putting all the other men out of his boat into the starboard life-boat. This was done, so he made an attempt to reach the vessel, but was unable to do so. He stated that he could get pretty close to her, but when he got into the great breakers he could do nothing, the boat being so light. He was at last obliged to rest for a short time, and when it was break of day he tried to reach the steamer again, but failed. The sea was making a clean breach from forward to aft; the decks were level with the water, and he could make out that there was no one on board the steamer or in the rigging. He could see the two masts, and saw the funnel go over the ship's side. The starboard life-boat with the master, the second officer, the third and fourth engineers, the mess-room steward, and five firemen, at day-break was about four miles to the N.E. of the wreck. They could see nothing of the other boat, and as they could not reach the wreck they made for the island of Jazirat Kibliyah, but could not get up to it as the wind was blowing strong. The *Knight of the Bath,* it was reported, subsequently went to pieces. The master made for the mainland, and landed at Sangor safely, with the men in the starboard life-boat, on the morning of the 19th of June. A few hours afterwards the second officer, with six seamen, came ashore at the same place with the port life-boat, and joined the master and his party. The Indian Government steamer *Amberwitch* was despatched from Aden, on the 19th July, in search of the crew of the wrecked steamer *Knight of the Bath,* and after thoroughly searching the Kuriyan Muriyán islands, where the vessel ran ashore, could not discover any trace of the vessel or her crew. The missing crew of the *Amberwitch* subsequently proceeded to the mainland, and sent a message; and after encountering great difficulties succeeded in finding the men. These 17 men thus saved, after enduring considerable hardships and living in an encampment of Arab fishermen from Rás Farták for 43 days, received a letter on the 3rd of August from the master of the Indian Government steamer *Amberwitch,* telling them to follow the messenger with all confidence which they did, and arrived on board the *Amberwitch* late in the afternoon of the 6th, when they were landed at Bombay on the 12th. Loss, value of *Knight of the Bath,* £36,800; cargo Rs. 4,43,200. The crew 33 men; 16 lives lost.

[A Marine Court of Inquiry was held in the Fort Police Court, Bombay, on the 20th, 21st, 22nd and 25th August, by the Chief Presidency Magistrate, to investigate the circumstances connected with the loss of the S.S. *Knight of the Bath.* On carefully considering the evidence, which consisted only of the statements of the master and officers, all the steamer's documents being lost with the vessel, the Court could find no reason to doubt the accuracy of the vessel's position at noon on the 17th, subject to errors in observation owing to deceptive horizon and possible error in the chronometers; but considering the treacherous nature of the sand haze, which was known to obscure the land and extend far seawards, the Court considered the courses steered by the master from the supposed noon position did not sufficiently allow for possible error in observations, indraughts into the various bights, sea on the port bow, and the fact that it would not be daylight when passing the islands. On sighting the land in that vicinity the engines should have been stopped at once, and the vessel's head turned eastward of South, and allowed to drift from the danger until the position was verified by bearing and lead; but here the sand haze deceived the master, and caused him to estimate his distance off the land at 7 to 8 miles when he was really about 4 miles off and in soundings. The treacherous character of this sand haze could only be appreciated by those who have had considerable experience, and the master had made only one previous S.W. monsoon voyage across, and thought he was giving the land a prudent berth. The master's belief in his estimate of the distance off the land, *viz.,*

7 to 8 miles when first sighted, was verified by his merely altering the course to S.W. and taking a bearing of the land. The Court recorded that after the ship struck the behaviour of the master and officers was to be highly commended, but the crew did not appear to have seconded their efforts. The first officer and the chief engineer showed a spirit of devotion to duty which should have put heart into their men. The boat accommodation was amply sufficient. The Court considered that the master was to be highly censured for being overconfident in his position at noon on the 17th; for erring in judgment in not stopping his engines when the land was first sighted, and for not being sufficiently alive to the responsibility attached to himself as master in not being on the alert until all chance of danger had passed.]

The Governor of Bombay, in reviewing the proceedings of the Court, confirmed it, but, however, disapproved of the finding in that it had passed no sentence of suspension of certificate upon the master of the wrecked steamer *Knight of the Bath* for the neglect of duty of which it had found him guilty, and to which was due a lamentable loss of life and property. The Governor of Bombay remarked that no power of enhancement of sentence was vested by law in the Government.

JULY 1883.

32. The British Indian muchwa RUPAREL [of Máhím, 6 tons register, official number 1012, age unknown], from Broach to Gogha, with a cargo of earthen jars. On the 2nd July the muchwa was at anchor off the Bhabhoj village in the Narbada river (Gulf of Cambay), when at 10 P.M., owing to the heavy flood tide, she dragged her anchor and capsized. Value of muchwa, Rs. 100; cargo Rs. 90. Crew 4 men; one life lost.

33. The Native dingy REHAMANI [of Lakhpat, 9 tons register, official number 1421], from Sirgando to Lakhpat, with a general cargo. On the 3rd July, at 4 A.M., when about 40 miles from Sirgando in the Sir creek (Sind coast), owing to heavy weather, the dingy sprung a leak and sank. Loss, value of dingy, Rs. 500; cargo Rs. 200 worth was lost, the remainder was saved. The crew, 4 men, were saved.

34. The British iron screw steamer CONSOLATION [of Leith, 764 tons register, official number 6574, age 10 years, classed 100 A.1. at Lloyds], from Singapore to London *viâ* Suez Canal with a general cargo. It appeared that the steamer left Singapore on the 17th June for Penang, there to complete her cargo. She arrived at Penang on the 19th, which port she left on the 21st for London fully laden with a cargo of general merchandize. On the 23rd she passed through the Nancy Passage, North of Sumatra island, and until the 10th July nothing of importance occurred. On that day the steamer's position by observation was established, latitude 10° 04′ N., longitude 52° 48′ E.; strong gale with high cross sea, wind S. S. W., vessel under sail and steam, speed 6 to 7 knots per hour; the position was laid off on a chart and the course shaped was N. W. by W., to make the land 54 miles South of Cape Guardafui, from 8 to 12 P.M. was the first officer's watch; it was a dark clear night, course N. W. by W. $\frac{1}{2}$ W., speed 6$\frac{1}{2}$ to 7 knots per hour according to his statement. At midnight the master was on deck; he stated that the patent log showed 72$\frac{3}{4}$ miles distance run since noon; the second officer took charge of the watch and received orders to continue the same course, N. W. by W.; he had two seamen only in his watch, *viz.*, the man at the wheel and the man on the look-out. At 2 A.M. on the 11th, the former went to the look-out and the latter to the wheel. Up to 2-30 A.M. the master was on the bridge with the officer of the watch; he then consulted the chart and laid off the ship's position; he concluded that by the course and distance made he was 26 miles from the land, and changed the ship's course to W.N.W., straight for the land, having given orders to the

officer of the watch in a general manner to keep a good look-out, and to call him if he saw anything; he retired into the chart-room to rest, being very much fatigued. At 3-40 A.M. the officer of the watch saw what he described as a shadow on the water, three points on the port bow; he immediately called the master who promptly replied by giving orders to port the helm, stopped and full speed astern; unfortunately the orders came too late, as the steamer stranded on the beach with a heel to starboard, six miles south of Rás Badah near Cape Guardafui (N. E. coast of Africa); and although the engines were kept going astern full speed, the steamer was forging ahead, striking heavily. The look-out made no report; no one on board observed land until daylight, when they saw a low flat plain with high cliffs 2½ miles inland. The master on sounding found the fore watertight compartment quite dry, in No. 1 hold one inch, in No. 2 hold three inches, and in No. 3 hold five inches of water. The crew jettisoned some cargo in order to ease her and try to get her afloat, but at 6-35 A.M. the vessel's head commenced to fall to the northward; the crew then stopped pitching cargo overboard, set the head sail and foresail and steamed full speed ahead, the steamer's head going off to N. N. E. At 7-30 A.M. the vessel was making 9 inches of water in No. 2 hold; and all exertion to save her having proved unsuccessful, the engines were stopped, and at 8 A.M. it was ascertained that there were 16 feet of water in No. 2 hold. At 2 P.M. the Somalis came with their Sultan and offered to send two of the ships' crew at daylight of the 13th, overland, to go to Aden, in order to report the circumstances and ask for assistance. This was agreed to, but afterwards they positively refused to render any assistance unless the whole of the crew should leave the steamer and come on shore. The surf was high, and nothing could be done by boats and anchors to remove the vessel from her perilous position. After fruitless efforts with engines and sails—it being evident that the Somalis only wished to plunder the vessel, and not to afford help, they being armed with guns, knives and arrows—the master and crew all resolved, after mature deliberation, to abandon the steamer. The boat in charge of the master, whilst being lowered, capsized; two men were drowned, and all the provisions, nautical instruments, and ship's papers placed therein were lost. The master and the other seamen were rescued by the first officer who, in order to lighten his boat, had all the stores and effects placed therein pitched overboard. On the morning of the 13th they left the wreck in three boats and proceeded northward around Cape Guardafui to a place called Rás Alúleh, and landed there; but meeting with bad reception from the Somalis, and their lives being endangered, they went to the west end of the Cape and there remained for three days. During this time the crew observed four steamers passing, and although the usual signals were made for assistance no attention was paid to them. The master accompanied by two men then determined to go out to sea in a boat for assistance, when they were happily picked up by the Messageries Maritime steamer *Saghalien*, and the master and 23 men were rescued and brought to Seychelles, thence to Port Louis, Mauritius, where they arrived on the 28th. Loss, value of steamer *Consolation*, about £17,000; cargo $202,583. The crew, 25 men; two lives lost.

[A Court of Inquiry was held at the Port Office at Port Louis, Mauritius, by the Harbour Master on the 7th August under the provisions of the Merchant Shipping Act, 1862, to investigate the cause which led to the loss of the above steamer. The Court recorded that on the 10th July, at noon, the steamer *Consolation* was in latitude 10° 04′ N., longitude 52° 48′ E., bound for the Gulf of Aden, intending to pass close round Cape Guardafui which bore N. W. by N., distant 140 miles. The master, however, had decided to make his landfall 54 miles south of this Cape; no doubt he had his reasons for so doing, but in electing to act as stated by him, it behoved him to have taken such precautionary measures as a practical

and skilful navigator should have done, in approaching the vicinity of a low line of coast that was reputed to have been covered by a heavy haze at all times during the S. W. monsoon. The steamer's position at noon appeared to have been correct. The chart was an Admiralty sheet on a large scale, and the master frequently consulted it. At midnight the patent log recorded 72¾ miles, which he laid off on the chart, also the vessel's position at 2-30 A.M., the course throughout being N. W. by W., by which reckoning the steamer was 26 miles distant from the nearest land on this course, Cape Guardafui bearing N. by W. 63 miles, and Rás Hafún S. S. W. ½ W. 23 miles, 15 miles only from the bank of soundings, which extended 11 miles from the land. Here commenced the master's mistake, which involved the loss of the vessel; he shaped a course W. N. W. straight for the land, left the deck in charge of the officer of the watch, with only two men to assist him, one at the wheel and one on the look-out, the latter already fatigued by two hour's steering, and sight bedimmed by the light of the binnacle, and the only instructions given were "keep a good look-out; call me if you see anything." The state of the weather was described as a dark clear night, strong gale, high cross sea, vessel under sail, and steam ¾ speed, making 6 to 7 knots. The Court remarked that if ever the presence of the master was required it was at the moment he sought repose and left the deck in charge of the officer of the watch and two men. The Court after having decided upon this hazardous landfall gave their opinion on the following points:—(1) He should have taken in sail, doubled his look-out and let it be known that it was for land, and on the first alarm to port the helm; (2) immediately his reckoning showed he was on the bank of soundings he should have taken a cast of the deep sea lead, he would have found 55 fathoms 11 miles from the land, he could then either go dead slow, or shape his course to the North, or still better, lie by until daylight. The Court was of opinion that the steamer overran her distance given by reckoning; when the patent log showed 72¾ miles, at least 10 per cent. should have been added for heave of the sea, and slip of log, and this allowance being maintained throughout would have made the reckoning agree within four miles of distance run when the steamer struck, and no margin appeared to have been allowed for any accumulating error in the chronometer after 17 days at sea, or errors arising from other sources, which might have had put him nearer the land than his supposed position. The current no doubt was setting to the North, but the vessel's course being nearly at right angles to it, it therefore did not contribute to the disaster. It was incomprehensible to the Court that any ship-master possessing a proper sense of responsibility, being entrusted with valuable property, would thus risk the same, and jeopardise the lives of himself and crew, when ordinary precaution and vigilance would prevent it. In the opinion of the Court such was the act of the master. The steamer *Consolation* was lost through the want of skill, prudence and vigilance of the master in navigating the vessel. The Court decided that the master's certificate be suspended for a period of twelve months from the 11th July, the date the steamer was lost, but in consideration of its being his first command they recommended that the Board of Trade would be pleased to grant him a chief mate's certificate for the term of twelve months.]

The Governor of Mauritius approved of the finding of the Court.

35. The Austrian wooden ship ERMINIA J. [of Trieste, 932 tons register, no official number, age 6½ years, classed at Austrian Lloyds A.1], from Akyab to The Channel, with a cargo of 1,332 tons of rice, valued at Rs. 1,10,852. It appeared that the ship was detained in Akyab or Arakan harbour by stress of weather and unfavourable wind long after she was ready for sea. A pilot had been appointed to her, and he and the master were watching their opportunity to take the vessel out to sea. On the 10th July they arranged that the pilot should take her out

on the morning of the 14th if he possibly could, and there was evidence to show that that was the earliest date on which there could be any reasonable expectation of the vessel getting away. The pilot went on shore with the knowledge and consent of the master, and did not go on board again till after the ship struck on the Fakir rocks. About 12-30 A.M. on the 12th July the weather appeared to have cleared slightly, and a light wind sprung up from an easterly and therefore favourable quarter. The master accordingly, notwithstanding the absence of the pilot and his own imperfect knowledge of the port, determined to make an attempt at once to get out to sea. He managed to get underweigh at about 3-20 A.M., but unfortunately not till the tide had turned and the ebb had begun to flow. By his own showing he did not appear even to have taken the bearings of the Savage island light-house; as a fact, the ship was never set upon its course at all. The master stated that immediately he got underweigh, the vessel became unmanageable owing probably to the light wind and set of the tide, and within half an hour of his lifting anchor she stranded on the Fakir rocks, the Savage island light-house bearing S. ½ E., and North Hammock N. E. ¼ E., and about 400 yards from Fakir point, in the port of Akyab, Arakan river (Burma coast). Shortly after this the Port Officer, and after him the pilot, went on board and practically took command of the vessel, and found she had the maintopsail, foretopsail and spanker set, the master apparently taking little or no interest in the proceedings. Strenuous efforts were made to get the vessel off by bracing the yards round and trimming the sails, but proved fruitless. Coolies were engaged at once to man the pumps, and worked steadily, but the water was increasing to such an extent that their attempts proved unavailing. The ship remained on the rocks and was bumping heavily till the flood made, about 9 A.M., and it was then thought that there was no prospect of saving her. She, however, floated off about half flood, and as she was found to be making water fast, there being 9 feet of water in the hold, that it was necessary to run her ashore to prevent her sinking in deep water. She was accordingly beached under the orders of the Port Officer a little inside Fakir point, opposite to Mr. Blair's bungalow. A considerable portion of the cargo, stores, and gear were saved, though the vessel had to be abandoned, having some 13 feet of water in the hold, when she was run ashore, and a delay of nearly two days occurred before commencing to unload her. On the 4th August surveyors examined her and reported that the *Erminia J.* could not be repaired at Akyab sufficiently for a first-class risk, and consequently recommended her abandonment to the Underwriters. The *Erminia J.* was insured for Rs. 1,18,000, which sum was presumed to be her full value. Cargo partially lost, value Rs. 76,081. The ship, appurtenances and stores were sold by public auction at Akyab on the 7th November, and realized Rs. 14,871 (the bare hull fetching Rs. 4,900). The rice saved, 8,598 bags, realized Rs. 27,973, besides refund of duty, *viz.*, Rs. 6,798, was granted by the Local Government. Crew 16 men; no lives lost. (The wreck was caused by the master, who having tried to get out without a pilot did not make sufficient allowance for the tide, nor did he bring up when he found his vessel would not steer and was drifting into danger.)

[A Special Court of Inquiry was held at Akyab on the 24th July and on the 7th, 9th, 14th, 20th and 28th August, in the Deputy Commissioner's Court, under section 4 of Act IV of 1875, the Indian Merchant Shipping Act, to investigate the circumstances attending the stranding of the ship *Erminia J.* The Solicitor on behalf of the master argued that the Court had no jurisdiction under Act IV of 1875, as the ship *Erminia J.* was not a British ship, but belonged to subjects of the Austro-Hungarian Empire. He explained that he did not raise this objection to stop the Inquiry, but merely to point out that

the Court had no power to enforce the attendance of witnesses, or punish them for not giving evidence. It appeared to the Court that as it had been appointed by the Local Government acting on the knowledge that the ship belonged to subjects of a Foreign State, it could come to no decision on the point of law without giving some one on behalf of Government an opportunity of confuting the Solicitor's (for the master of the lost vessel) arguments. The objection to the jurisdiction of the Court was considered and overruled, as section 4 of Act XIII of 1878 gave Special Courts such as this jurisdiction over Foreign vessels not being the property of any Foreign Prince or State. As it was understood that the crew had not been paid, and refused to give their evidence, the Court called upon the Consul for the Austro-Hungarian Empire to state whether he could guarantee the payment of the wages of the crew within any definite period. The Consul stated that he could not guarantee the payment. The witnesses (crew) did not attend, and it was understood that they had left the station. The Court, after a careful consideration of all that had been brought before it, were distinctly of opinion that the loss of this fine ship *Erminia J.* was entirely due to incompetency and rashness on the part of the master. It was clear from the evidence that there would have been considerable risk for an experienced pilot well acquainted with the harbour to have attempted to take the vessel out as the master did. His own pilot had clearly told him that the tide would not suit till the 14th July, and another pilot, who actually went off to see if he could get another vessel out, had to abandon his intention owing to the state of the wind and tide. Certainly the master had brought his ship in without a pilot, but he ought to have known that it was one thing to bring a vessel in in fair weather and with a fair wind in ballast, and quite another to take her out during the first two months of the monsoon with a foul wind and a full cargo. Again he clearly disregarded one of the most important rules of the port, namely, that no vessel of 200 tons burthen should be moved between sunset and sunrise without the permission of the Port Officer, and he seemed to have paid little or no attention to his Sailing Directions. He seemed to have utterly ignored the existence of the Savage island light, and to have been totally ignorant of the fact that it was dangerous to start on an ebb-tide. Further, one would think he had lost all presence of mind when it was found that he did not take the obvious precaution of dropping his anchor when he found that his vessel would not steer and was drifting into danger, of which he must have been aware. The Court considered that the evidence clearly proved gross incompetency and culpable rashness on the part of the master. The Court further stated that, in their opinion, the master's behaviour after the ship struck was not commendable. The Court observed that it was proved that at the time the Port Officer came on board the master was not sober; that he was accordingly quite incapable of taking command of the ship. But the Court was not in a position to say whether the master was drunk when he weighed anchor, and considered that to be a reasonable explanation of his acting as he did. The Court recorded that it had already mentioned the lack of evidence as to what took place previous to the striking of the ship. When the Inquiry began the only evidence the Court remarked that could be obtained, as to what took place previous to the arrival of the Port Officer on board, was that of the master and the mate. The crew one and all refused to make any statement till their wages had been paid. The Court was not of opinion that they should be criminally punished for their refusal, and accordingly adjourned the Inquiry from time to time in the hope that some arrangement might be made by those interested. The Consul for the Austro-Hungarian Empire was consulted and asked to guarantee the payment of the men's wages within a given time, but he declined to do so. The wages were eventually paid at his Consulate on the

18th August, no intimation of the fact being given to the Court. Instead of this the crew were immediately shipped off by the Calcutta steamer then in the harbour, with the consent and knowledge of the Consul, on the morning of the 20th; and, although he was communicated with in time for him to have taken measures to have the men present at the adjourned Inquiry, the Consul did nothing to assist the Court in the matter. In reply to a letter from the Court he certainly gave offers of assistance, which, however, were not altogether such as could be availed of, and such assistance as was asked for was not given. The Court did not think it necessary to treat the crew as absconding witnesses as that would have necessitated a further adjournment of an Inquiry already sufficiently prolonged. At the same time the Court considered it necessary to note that this Inquiry had been undertaken in the interest of the Mercantile Shipping, and more especially of the Mercantile Shipping of the Austro-Hungarian Empire, and regretted that it was their duty to record that they did not think they had received that assistance from the Consul of that State which the Court thought they had a right to expect. The Consul had been throughout treated with marked deference. He had been present at every meeting of the Court, and had been aware of every step taken in the matter. The Court felt bound to state that, in their opinion, his presence had not been an assistance to eliminating the facts of the case, but rather the reverse.]

The Chief Commissioner of British Burma remarked that he regretted that the crew were allowed to leave Akyab without giving their evidence. The Court had full power to enforce their attendance, and it appeared to the Chief Commissioner that it committed an error of judgment in electing to rely on the good services of the Consul, who was not shown to have had any legal power in the matter, rather than to exercise the powers conferred upon them by law of compelling the attendance of the witnesses. The Consul had taken objection to the remarks of the Court on the subject of his alleged failure to give it the assistance which it were entitled to expect from him. The Chief Commissioner accordingly asked from the Judge of the Court for a more precise account of the manner in which the Consul failed to assist the Court. From the reply the Chief Commissioner gathered that the principal ground of complaint was, that the Consul omitted to inform the Court that the crew had been paid off at his office on the 18th August, and that they intended to leave Akyab on the morning of the 20th, and that, though asked to do so, he did not prevent the crew from leaving. The Chief Commissioner agreed with the Court in thinking that the Consul would have acted more properly if he had given the Court immediate information of the fact that the crew had been paid off. At the same time, as it appeared that the Court were aware on the 19th that the men were intending to leave Akyab on the 20th, it was evident that it could have taken measures to prevent their leaving if it had thought proper to exercise the powers conferred upon it by law for the purpose.

AUGUST 1883.

36. The British iron screw steamer AIRY [of North Shields, 1,187 tons register, official number 76642, age 6 years, classed at Lloyd's 100 A. 1.], from Bombay to Port Said, with a cargo of 2,900 tons of wheat. It appeared that the pilot left the steamer at the Outer lightship, Bombay, at 3 P.M. on the 8th August, when the master steered W. by S.¼ S. He continued on that course until noon of the 12th, when the fore and aft sails were set and the course altered to W.½ N., northerly. After leaving Bombay sights were taken every morning for the longitude, and at noon for the latitude. The master took the sights and the first officer the time, and they afterwards worked them out separately and compared the results. The first officer worked out daily the ship's position

by dead reckoning, Walker's patent taffrail log being also used. The second officer never took any part in the navigation of the ship. On the morning of the 12th the vessel's position was stated to be 16° 30′ N. latitude; the longitude was not remembered. The wind at noon on that day was W.S.W. There was a strong breeze and a high sea from S. W. After leaving Bombay up to the afternoon of the 14th, the errors of the compass were obtained daily, the master taking the observations himself. The course W.½ N., northerly, was continued until noon of the 15th. The horizon was clear when the sights were taken, and the position of the vessel by observation was 16° 32′ N. latitude, and 54° 15′ E. longitude, and by dead reckoning the latitude was the same. The longitude was one and a half miles out, but which way the first officer did not remember. The master allowed a quarter of a point for leeway from noon of the 12th up to noon of the 15th. The master stated that he shaped his course to pass Rás Fartak at 20 miles, bearing about N. W.; the first true course he steered afterwards was S. W. by W.½ W.; that he continued on that course for about 22 or 23 miles up to a little after 3 P.M.; that he then steered S. W. by W., and considered he went about 98 miles on that course up to a little after 2 A.M. on the 16th. He went on the bridge at 3 P.M. to get the Sun's bearing for deviation, but he did not succeed, as the sky was cloudy. He then altered the course a quarter of a point more to southward. At this time there were light, variable winds and a strong swell from the southward, that it was clear up to 10 P.M., when it became a little hazy all round. The master considered he was at this time about 47 miles from the nearest land and 54 miles from Rás Fartak, bearing W. by S. nearly ¼ S. Between 11 and 12 that night the master retired, leaving the second officer on watch, and giving him orders to call him if it got more hazy, and to give the first officer the same orders when he came on watch at midnight. The master also left orders that at 4 A.M. he was to be called as usual. It was not hazy enough, the master stated, on the night of the 15th, up to the time he went to bed, to cause any fear or to persuade him to take any extra precautions. On the course he then was he considered he should not have been in soundings within 30 miles. There was a look-out at the forecastle head, one man at the wheel and another about the decks. At midnight the first officer relieved the second officer on the bridge and received the course W. S. W. from him and orders to call the master if any more haze came. The first officer stated the weather at that time was hazy, and he therefore called another man to stand by the wheel, so that, if necessary, he could give the vessel helm quickly. She was being steered by hand gear. The steamer steered well and easily, and had steam steering gear which was only used in going in and out of port. At that time there was a man on the look-out forward, a man at the wheel, and one man about the decks. About 20 minutes past 12 A.M. the haze increased, and the first officer sent for the master, who was lying in bed awake. The master came up in less than five minutes, and by that time it had cleared a little. He thought he could then have distinguished a vessel's light at the distance of two miles. Shortly afterwards the haze commenced to increase, and then it would clear a little at intervals of about 7 or 10 minutes. In the hazy intervals the master thought he would be able to see a ship's light at least one mile off. The vessel was steaming at the rate of 7½ knots an hour. No orders were given by the master to ease the engines or as regards the lead. At about 2 o'clock A.M. it was comparatively clear, and continued so for about 7 or 10 minutes, when it became hazy again. The master stated he then changed the course one point to the southward to give Rás Fartak a wider berth. Shortly afterwards he asked the first officer what was on the log at midnight and what o'clock it then was. He was told it was a quarter to 3, but did not recollect what the first officer told him was on the log. The master then changed the course another point to the southward in

order to give Rás Fartak a still wider berth. He stated he had no suspicions whatever at that time that anything was wrong, and had no doubt as to his position. He took no soundings, as he did not expect to be in soundings. He went aft and examined the chart, and was of opinion that the vessel was about 10 miles from being abreast of Rás Fartak, it then bearing about N. W. He returned on deck, and when near the bridge heard the noise of breakers on the starboard bow. He rushed on the bridge and gave the order "helm hard-a-starboard." The men were putting the helm hard-a-starboard by the first officer's orders, when the master gave the first officer orders to stop her. After giving that order he looked over the starboard side and saw breakers and land on the starboard beam about 50 feet from them. Seeing no breakers ahead, he gave the order to go full speed ahead, when within scarcely a minute the steamer stranded on a reef off Nishto, about 11 miles to the northward of Rás Fartak (S. E. coast of Arabia). The look-out man stated that just as he reported land he heard the first officer singing out hard-a-starboard. He heard no breakers before he reported land. He saw the steamer coming round fast before she struck. She was very near half round before she struck. The vessel's head was bearing about S. W. when she struck. No decrease in the sea had been noticed before she struck. It was then about 7 or 10 minutes to 3 o'clock A.M. The steamer struck just amidships, the main deck and the forepart of the bridge being forced upwards by the stanchions underneath. The third engineer went on watch at a quarter past 12 that morning. At 2 minutes to 3 the telegraph rang to stand by. He replied to it, and the telegraph remained at stand-by for two minutes. It was then rung again, and the pointer went between the two letters "stand up" and "stop" and then went to full speed ahead. The engines were running full speed. The vessel struck and he became agitated. He heard a man shout down the engine-room "all hands man the boats," and getting no orders, he went up and met the chief engineer at the top of the ladder, who ordered him down again, and the chief engineer ran down himself. The engines were then going at 52 revolutions, there being nearly 60 lbs. of steam on the gauge. The steamer struck twice, and the telegraph not ringing, he sent the third engineer on deck to see what was the matter and to call the second engineer. The third engineer returned in about a minute and a half, and reported all hands were ordered on deck, and he had received orders to let the engines run. There was 58 lbs. of steam on the gauge then, and the chief engineer went and tightened the chain of the safety valve to prevent explosion. The water was rushing into the alley-way through the steamer's side between the engine room and the stoke hole. He went on deck and assisted in getting the boats out, and in 6 or 7 minutes returned to the engine-room and found 4 or 5 feet of water above the platform. He stated the fires must have been out, for there were 7 or 8 feet of water in the stoke hole. He afterwards returned to the deck, when the master gave orders to put the boats out. Whilst the two port boats were being put out they were broken by the heavy sea. Five men, who were in one of the boats, were thrown into the water, but they were all saved. Shortly afterwards the starboard boats were got out, and the steward and some of the crew got some provisions and put them into the boats, and about three quarters of an hour after the vessel struck, as nothing could be done to save her, and as the sea was washing over her, all hands, including the master, got into the boats. After getting into the boats they pulled from the vessel and kept in sight of the masthead light until daylight, *i.e.*, between 4 and 5, when they returned to the steamer. The master stated that after they left the vessel in the boats, he could only see the masthead light at the distance of about a quarter of a mile. They then found the wood work in the forepart of the cabin was all broken in and the cabin filled with water. As there was no

possibility of saving the steamer, or any portion of the cargo, they determined to pull out to sea hoping to meet some passing vessel. As they were leaving the vessel, a Native boat pulled towards them from a creek and asked them through one of the steamer's crew (a Maltese, who could speak a little Arabic) to land, that there was no danger, but the master and crew preferred to pull out to sea. They did so, leaving the wreck at about 6 or 7 A.M. and kept out at sea till 1 P.M., but met with no vessel. The life-boat was badly stove, and kept three hands constantly at work bailing her out; as the sky was getting overclouded and looked threatening, the master proposed they should go back and land. They did so, and landed at 3-30 P.M. The master stated that when they landed they found the natives very kind. On the following morning, the 17th, at daylight, the master and crew put off to the vessel and found the cabin completely gutted and all the stores gone. They took a few bags of wheat out of the forehold and returned to the land. On the 18th, as the water was very bad at the place where they first landed, they were taken by a Native boat to a village called Tibut, where they remained till the 10th September, going to the wreck every night till the 23rd August to get firewood. On the 19th August, the master stated the steamer was full of water fore and aft. He visited the wreck four or five times after the 22nd August up to the 8th September, when the vessel was still standing there full of water. Afterwards the Chief or Sultan of Kishon sent a man to them, who arranged with the tindal of a bagla to take them all for Rs. 800 to Maskat. On the 10th September all the hands left Tibut and reached Maskat on the 22nd, whence they were sent by the British Consul in the British India Steam Navigation Company's S. S. *Punjab* to Bombay, where they arrived safely on the 5th October. Loss, value of steamer, £27,000; cargo £24,500. Crew 26 men; no lives lost.

[A Marine Court of Inquiry was held at Bombay, in the Chief Presidency Magistrate's Court, on the 13th, 15th, 16th, 18th, and 22nd October, to investigate the circumstances connected with the wreck of the S.S. *Airy*. The Court charged the master with incompetency whilst in command of the S.S. *Airy* on the following grounds:—*1st*, with negligence as such master in not taking, whilst in Bombay and before he started on the 8th of August for Port Said, the ordinary precaution of finding the error and rate of his only chronometer by the Bombay Time-ball, or sending it to the Observatory; *2nd*, that on the night of the 15th and morning of the 16th August, he acted as such master with carelessness in that knowing he was off a coast at a dangerous season and in very heavy weather, he did not ease his engines and wait until the weather was clearer, or until daylight, and never made use of his lead; and *3rd*, that he as such master was negligent in his duties in not seeing that his first officer was from day to day acquainted with the position of the ship on the chart, and in not acquainting him on the night of the 15th August that she was approaching the coast. The Court also charged the first officer with incompetency, whilst acting in that capacity on board the S.S. *Airy*, on the following grounds:—*1st*, that he on his voyage from Bombay towards Port Said in August did neglect to do his duty as such officer in not from day to day making himself acquainted with the position of the steamer on the chart; and *2nd*, not knowing that on the night of the 15th of August he was in close vicinity of the land. After a careful consideration of the evidence the Court came to the conclusion that the loss of the *Airy* off Nishto, about 11 miles to the Northward of Rás Fartak, on the morning of the 16th August, was attributable to a probable error in the chronometer, to the engines not being eased until the hazy weather cleared, and to the lead not being used. It appeared that the master had such confidence in the working of his only chronometer that he did not consider it necessary, whilst at Bombay, before proceeding on his voyage, to take any means of verifying its rate by the Time-ball, or sending it to the Observatory, but was satisfied with

only taking sights on the afternoon he left Bombay and verifying them by cross-bearings of the lighthouses. The Court considered that little reliance could be placed on sights taken at such a time and in the S. W. monsoon, and that the master was most neglectful in not taking the ordinary precaution of availing himself of the use of the Time-ball whilst lying in Bombay harbour. It appeared that on the morning of the 16th of August, when the ship was approaching Rás Fartak and the weather was so hazy, that at times the master thought he could see a ship's light at the distance at least of only a mile, all the master did was to alter the vessel's course a point or two to the southward to give Rás Fartak a wider berth. The Court considered the master acted carelessly, and showed want of ordinary care and prudence in not easing his engines, and waiting until the weather became clearer, or until daylight, and in not attempting to make use of his lead to verify his position. The Court could not help thinking that if either or both of these precautions had been taken, the steamer would not have been lost. The Court were also of opinion that much blame was attributable to the master for not seeing that his first officer, the only one who assisted him in the navigation of the ship, was acquainted with the position of the vessel from time to time on the chart, and aware that the vessel was approaching Rás Fartak on the morning of the 16th of August. The Court considered it necessary to frame a charge against the first officer for neglect in not acquainting himself from day to day with the position of the vessel on the chart; but as it appeared from the evidence given on behalf of the first officer that on certain ships it was not considered part of a first officer's duty to do so, and taking this into consideration, with the fact that he believed all the charts to be the property of the master, and that it was the master's wish he should not interfere with them, the Court attached but slight blame to the first officer. After the steamer went ashore nothing could have been done to save her, as the force with which she struck must have fractured her bottom fore and aft. The Court recorded that the master acted with promptness when he first knew of his danger (but too late to save the ship), and after she struck, in saving the lives of those on board. Providentially no lives were lost, and all arrived safely in Bombay. The carpenter was not called as a witness, as he was stated to be suffering from dysentery. In conclusion, the Court was of opinion that it should have been the duty of all masters to encourage their officers to take a constant interest in the navigation and safety of their ships, and as part of that work to have allowed them free access to their charts, and see that they were acquainted with the position of the vessel and were made aware of her position from any danger; that it constantly should have been the duty of the first officer, especially if he was the only officer assisting the master in the navigation of the vessel, to have made himself acquainted with the position of the ship at all times on the chart, and to have known the dangers likely to have been met with and passed. The Court considered that the Board of Trade granted a certificate of competency to a first officer, not only that he might be appointed as such, but that the ship, her owners, the underwriters, and others interested in the welfare of the vessel, should receive the full advantage of his knowledge and experience as a navigator as well as a seaman. The Court considered also that owners ought to supply their vessels with complete sets of charts, and when there was a chart room on board the charts in use should be kept in it, and all officers should have free access to them. The Court suspended the master's certificate for three months. The Court observed that the master's certificate of competency, which had been suspended for three months, was lost with the steamer.]

The Governor of Bombay, in confirming the finding of the Court, remarked that in the case of the wreck of the S.S. *Knight of the Bath* he disapproved of the finding of the Court, in that it passed no sentence of suspension of certi-

ficate upon the master for the culpable negligence of which it found him guilty. In this instance His Excellency the Governor considered that the sentence of the Court, suspending the certificate of the master of the S.S. *Airy* for three months, was inadequate to the several acts of negligence of which the Court had found him guilty. In the report of the Court it was recorded that the loss of the *Airy* was owing (1) to the master having been "*most neglectful* in not taking the ordinary precaution of availing himself of the use of the Time-ball whilst lying in Bombay harbour," in order to verify the rate of his chronometer; and (2) to his having "acted carelessly and showed want of ordinary care and prudence in not easing his engines, and waiting until the weather became clearer, or until daylight; and in not attempting to make use of his lead to verify his position"; and the Court added that it "cannot help thinking if either or both of these precautions had been taken the ship could not have been lost." The Secretary of State should be addressed in this sense, and informed that in a matter like this, involving considerations so technical, His Excellency the Governor of Bombay would desire to be favoured with the opinion of the Board of Trade whether both in this and in the case of the S.S. *Knight of the Bath* above alluded to, the sentence of the Court had been adequate.

37. The French wooden barque TULEAR [of Nantes, 298 tons register, official number and class not reported, age 11 years], from Cocanada to Bourbon, *viâ* Pondicherry, with a cargo of 250 tons of grain, valued at Rs. 13,000. The barque proceeded from Cocanada on the 18th August, and all appeared to have gone well until the 20th. From that time up to the 23rd she experienced very heavy weather. On the 20th the barque sprung a leak when about 100 miles to the S. E. of Narsapur point (Bay of Bengal), beating to the Southward during the prevalence of the S. W. monsoon. The master at once put the vessel under easy sail, and the crew kept working at the pumps bailing the water out. On the following day the sails and spars were carried away, and the bulwarks were greatly damaged; the pumps were kept constantly going, but the water rapidly gaining on the vessel, the master deemed it advisable to make for the nearest port for the safety of the barque and crew. She accordingly put back to Cocanada, at which port she arrived on the 29th. On the 6th September the barque was surveyed, and after a careful examination the Surveyors reported that the cargo had all been discharged, and the barque lying with about 30 tons of stone ballast, and some dunnage spread in the bottom of the hold. The dunnage was examined, when it was considered that it had been sufficiently laid for the protection of the cargo under ordinary requirements. The pumps were examined and the vessel found to be making about one inch of water an hour in perfectly smooth anchorage; the fastenings of the vessel inside were examined as well as could be done afloat, it was found that many of the iron knee-bolts slack off the hanging knees to upper and lower beams, one of the lower knee-bolts was apparently broken, and showed indications of leakage. Some of the beam stanchions also were shifted out of their sockets. The Surveyors removed some of the metal off the bottom in three places on each side as near the water as possible, and on the wooden ends outside found the seams all more or less slack under the copper, also on decks and topsides; some of the fastenings on butt ends of planks in two places on the starboard topside apparently started. Sails, spars, &c., of the vessel damaged or injured to be renewed. The after beam of forecastle broken, and upper part of bow rail on either side opened out about one inch. One 'tween deck beam sprung in the middle on fore side of mizen-mast. Two stay cleets on sides of bowsprit and sheaves broken. The starboard cathead and knee broken; the main yard and upper foretopsail yard sprung; caboose broken by breaking adrift and the port rail pin rack broken and started by the same. Rudder casing damaged and rudder head defective, which must be unshipped for examination. One complete suit of sails more or

less damaged. The Surveyors were of opinion that the repairs required to be effected were expensive, and consequently recommended that the barque be docked and her bottom stripped of its copper before such repairs could be done. The Surveyors estimated the repairs to make the vessel seaworthy to be Rs. 21,000, which sum did not include any repairs which might be found necessary after the vessel had been stripped in dock. The Surveyors reported that the damage sustained by the *Tulear* appeared to have been caused by the effects of severe straining and working of the vessel in heavy weather, and not from any inherent defect of the hull and material. The estimated repairs having been found to exceed the value of the vessel the barque was accordingly condemned on the 25th September. The hull of the *Tulear* was not repaired, but sold by a public auction at Cocanada, after dismantling, for about Rs. 4,200; the amount realized by the sale of spars, sails, rigging, &c., was not reported. The *Tulear* was insured at Cocanada for 50,000 francs, which sum was presumed to be her full value. The cargo was partially lost and damaged, value Rs. 1,000. The crew, 13 men, and 2 native passengers; no lives lost.

38. The British Indian battalla RUPARELL [of Gogha, registered tonnage, official number, age, &c., not known], from Gogha to Bombay, with a cargo of yellow earth. On the 23rd August, at 12 P.M., when between Ghodwad and Chikale in the Umbargaon taluka (Bombay coast), the battalla suddenly sprung a leak, and having rapidly filled with water foundered. Loss, value of battalla, Rs. 1,700; cargo Rs. 125. The crew, 10 men, were saved by getting on pieces of the wreck and floating ashore.

39. The British Indian wooden schooner LORD [of Cocanada, 158 tons register, no official number, age 2 years], from Narainganj to Chittagong, with a cargo of jute. On the 26th August the schooner whilst proceeding down the Megna river, and when near Mandoli point in the Jalchira river (Sunderbuns), at 5-30 P.M., the syrang found insufficient water to proceed any further. He let go the anchor, but it did not hold, and in consequence of the eddies she was dragged ashore and capsized immediately. Loss, value of schooner, Rs. 15,000; cargo, Rs. 21,800. The crew, 24 men; 22 were saved by a vessel which was lying near by, and 2 were lost.

40. The Native navadi LAKHMI PUSSA [of Jakháu, Gujarát, 71 tons register, official number 3998S., age not reported], from Bombay to Tánúr, with a cargo of cocoanuts, value Rs. 500. On the 26th August at 5 P.M., owing to heavy weather and rough sea, the navadi struck on the bank opposite the port of Tánúr (Malabár coast), and was wrecked. Loss, value of navadi, not reported, cargo worth Rs. 50 was lost. The crew, 8 men, saved themselves by jumping from the craft to the shore.

41. The Native ganja PADARATH [of Cutch, 82 tons register, official number not known, age about 5 years], from Calicut to Bombay, with a cargo of cocoanuts, jaggery, and bamboo blinds. The ganja on leaving Calicut was overtaken by a sudden and heavy squall, and was obliged to anchor off Mount Dilly. On the 27th August the squall became so violent that she shipped heavy seas; the tindal had no other alternative but to slip the anchor, when at 3-30 P.M. she was driven back to Pudiangadi (Malabár coast), and stranded within three-quarters of a mile from the shore. Loss, value of ganja, about Rs. 4,000; cargo, worth Rs. 4,400 was lost, and Rs. 400 damaged; the remainder valued at Rs. 812 was saved. The crew, 9 men, were saved in the ganja's boat.

42. The Native ganja LAKSHMAPRASAD [of Cutch Mándvi, 85 tons register, official number unknown, age about 6 years], from Cutch Mándvi to Calicut with sand ballast. On the 27th August, the ganja was lying at anchor, about two miles S.W. of Tellicherry, in 7½ fathoms of water (Malabár coast), with her head to the westward. At 12-50 A.M. the S.S. *Culna*, whilst proceeding down

the coast, came into collision with the ganja, striking her on the starboard side amidships, when, shortly afterwards, the ganja foundered. Loss, value of ganja, not known. The crew, 9 men; one life lost. (It was reported that the ganja's light was not burning clearly, and having got extinguished before the collision occurred was not relit again.)

(*For an account of this wreck see Casualties No. 249.*)

43. The Native battalla PUDARAT [of Cutch Mándvi, 61 tons register, official number 1289, age 8 years], from Cutch Mándvi to Calicut. On the 25th August the battalla met with a very violent storm from S.W. when off Goa, and having lost the mainsail, the tindal could not steer her to Bhúdhargad in order to ensure the safety of the craft and crew; he thereupon steered forward, but the sails and yards were carried away, and whilst drifting along she struck on the beach on the 27th off Padubidre Kadiapatna, near Molky (Malabár coast), and was wrecked. Loss, value of battalla, Rs. 6,000. The battalla had no cargo on board. The crew, 8 men, were saved by means of ropes thrown to them by the people on shore.

44. The British Indian ganja FUTTEHREMAN [of Kurrachee, 40 tons register, official number 1890, age 5 years], from Kurrachee to Keti in ballast. At 4 P.M. of the 28th August the ganja when at Jabe, between the Dubah and Shisha mouths of the river Indus (Sind coast), drifted into shallow water by the strong S.W. winds and foundered. Loss, value of ganja, Rs. 650. The crew, 5 men, were saved in the small boat belonging to the ganja.

45. The Turkish wooden ship FAZEL CAREEM [formerly the American ship *Anglesey,* of Jiddah, 1,011 tons register, official number not reported, age 30 years, not classed], from Jiddah and Maskat to Calcutta, with a cargo of salt, dates and hulwa. It appeared that on the 24th August the ship whilst at sea sprung a leak near its rudder, when, owing to the tempestuous weather and heavy rolling it was discovered that she was making water at a slow rate. The master, fearing worse consequences, changed the ship's course at once, and steered direct for Alipee, as being the nearest port, but the strong Southerly current drove her down to the south of Ambalapoley, and on the 28th she let go one anchor and paid out 35 fathoms of cable in 5 fathoms of water. On the following day, the 29th, the cable parted and the *Fazel Careem* went ashore at 2 A.M., about 8½ miles to the South of the port of Alipee, midway between Ambalapoley and Porcad (Malabár coast), after which it was considered useless letting go the other anchor, as the leak had gained on the vessel to such an extent that it was feared she would shortly founder. The Port Officer of Alipee repaired to the scene of the wreck as soon as the intelligence reached him, and rendered all possible assistance to the distressed men. The ship after striking laid on her port side in about 1½ fathoms of water, and shortly afterwards became a complete wreck, having been broken up. The *Fazel Careem* was purchased some eight years ago for Rs. 1,15,000, but the nakoda considered her present value to be Rs. 60,000. Cargo, all lost, value Rs. 1,19,175. Crew 46 men and 2 passengers; six lives lost. (The spot where the wreck occurred was not far from the smooth water anchorage off Porcad to the South of Alipee, where vessels seek shelter during the S.W. monsoon when the latter port is inaccessible, and it was very probable that the *Fazel Careem* met with her melancholy disaster when making for Porcad, and not Alipee, during heavy weather. It was expected that an official investigation into the loss of the ship *Fazel Careem* would have been held, and with this view the Port Officer of Alipee telegraphed the necessary particulars to the Marine Authorities at Madras and Cochin, but as the vessel belonged to the Turkish nationality, no inquiry could be held under the Merchant Shipping Act.)

SEPTEMBER 1883:

46. The British iron barque HADDINGTON [of London, 1,206 tons register, official number 26365, age 37 years, classed at London Lloyd's A A. 1.]. from Calcutta to London, with a general cargo valued at Rs. 2,00,000. The barque, in pilotage charge and in tow of the steam-tug *Court Hey,* was anchored at Kalpi, Hooghly river, her head being N. by E. At about 7-30 A.M., on the 1st September, the pilot turned the barque and proceeded, and when close to the Anchoring buoy the pilot on observing a slight set to the S.E. ported the tug's helm to go to the westward of the buoy, the helm of the *Haddington* was also put hard-a-port to follow, but the barque answering her helm so slowly the steamer got a broad sheer, and the *Haddington,* after the *Court Hey* had recovered, sheered to the westward. She partly recovered and began to follow the tug, when the starboard hawser parted, and the tug came round so far to eastward that the pilot had to cast her off. The port anchor was let go, the barque in her own draft, tide rising quickly, she sheered to the westward and grounded on the sands at Kalpi. The pilot in giving her more chain the norman flew out of the windlass and chain fouled, the crew cleared it as soon as possible and gave her more chain, when the hawsepipe cracked; but from the time the pilot let go the anchor until she firmly grounded, the anchor never held, and either the stock of the anchor must have broken or the anchor fouled; the pilot did not consider it prudent to let go the starboard anchor because she was sheering to westward, and would have grounded on her anchor. The steamer afterwards came ahead and the barque parted her new 16-inch hawser, took in tow again and moved her head to the eastward, and was towed until the tide had fallen a foot, when the tug was cast off. The master then proceeded in the steamer up to town (Calcutta) for cargo boats, when in the meantime the pilot made all preparation in case of further accident. At about 11 P.M. the *Haddington* got off without discharging and sheered to the eastward, the pilot gave her some more chain on the port anchor and let go the starboard one to keep her in that position with helm to starboard until the tide fell, and the barque took the ground again with her keel. At 10 A.M. the next day (2nd September) she floated after having been aground for 26½ hours, slipped the port anchor and 60 fathoms of chain, hove up the starboard anchor, turned round and proceeded to Diamond Harbour. The Surveyor to Lloyd's Agents arrived at Diamond Harbour on the 4th September, in order to make a survey and report on the damage sustained by the *Haddington.* After a careful survey it was reported that the vessel was lying at single anchor, her port hawsepipe was broken on the after part, and the hawse chocks cut into and broken to all appearance; the side plating under the hawse chock was also injured. The Surveyor observed the sheer of the vessel on both sides from the boat a little distance off, and could not detect any break or alteration on the sheer. The butts of the outside plating on both sides, were examined, but found no indication of straining. The Surveyor on going on board examined the ship's log-book, and found that the vessel had made no water when on shore, or after she floated. The scarphs and butts of the rails were found quite close, showing no signs of having opened; the cement of the waterways was examined, but no cracks could be found in any place on either side. The master stated that the mast had lifted; the first officer remarking that there was almost a breaking strain on main topgallant backstays when the vessel was on the ground. The Surveyor observed that the paint round the coat on the mast was cracked as if it had been strained, but found nothing to indicate that the mast had lifted; the pitch of the seams round the fife rail stanchions, round the pump chock and the

main-hatch combings, also the seams of the decks round the deck-house combings were examined, but no movement whatever or any indication of straining in any of those places could be perceived. A small leak was found in the fore peak under water, below the orlop deck stringer plate and behind the end of a beam. This leak was not caused by the grounding but by a defective rivet in the frame; the leak was trivial, and as there was no cargo in that part, it could always be got at and stopped. The broken hawsepipe (a very large and heavy one), must be taken out and a new hawsepipe cast and fitted before the vessel could proceed on her voyage. To replace the broken hawsepipe with a new one at Diamond Harbour would occupy a long time, and would cause an unreasonable delay to the barque and all concerned; the pilot would not allow the vessel to remain at Diamond Harbour with only a single anchor down, and the master said there was no place to put out a second anchor. Under these circumstances, the only thing that could be done was to take the barque back to moorings in town and renew the hawsepipe there. Accordingly the pilot returned, and the vessel was moored at No. 6 jetty on the evening of the 5th. The Surveyor recommended that after the vessel was moored the cargo round the mainmast should be broken out as far down as the 'tween decks for examination of the mast wedges, to ascertain whether the mast lifted, and also forward of the main-hatch on the 'tween decks to about the third stanchion in order to examine the stanchions, to see whether they were bent. The Surveyor to Lloyd's Agents again surveyed the *Haddington* on the 14th September, and reported that the cargo having been cleared away 'tween decks from abaft the mainmast to the fourth 'tween deck beam stanchion forward of the main-hatch, four of the lower hold beams were broken and three bent. In the Surveyor's opinion the barque was seriously injured in her bottom, and accordingly recommended that all the cargo be discharged except as much as will ballast the vessel, and that she should be placed in Dry dock for further examination. A special survey was made by Lloyd's surveyor, together with two Marine Surveyors on the morning of the 24th September on the barque *Haddington,* lying in the Hooghly Dry dock at Howrah. After a careful survey of the bottom outside, the Surveyors reported that the keel was bent upwards about 2½ inches from a straight line, stretched from about 6 feet abaft the mainmast to about 40 feet forward, the greatest defection being at a place about 6 feet forward of the main-hatch, and several of the keel rivets were weeping. At another place, nearly abreast of the mainmast on the port side, the sixth strake of plating from the keel was dented upwards to the extent of about one inch, and to a less extent in several places in the bottom, in midships, and the seams weeping in three places under the main-hatch. On the starboard side, abreast of the main-hatch, on the third strake of plating above the bilge, a butt appeared to have been slightly opened and the paint over it cracked; the paint over the seam of the plate below it was also cracked for a distance of about 3 feet. On the starboard bow, under the cathead, there were two butts in the double plating about the light water mark emitting moisture, and another plate further forward below the light water mark had the appearance of being cracked, there being no staging at any of the above-mentioned places on the starboard side, the Surveyors were unable to examine them minutely. As the plating outside was covered with a thick scale of old paint, it was impossible to examine the rivets properly. The Surveyors recommended that the keel and plating in the damaged part, *viz.*, from about 6 feet abaft the mainmast to about 40 feet forward, be thoroughly scaled to the bare iron out as far as the upper part of the bilges on both sides for examination of the plates and rivets, and that three of the weeping keel rivets be drifted out to ascertain whether they were broken or bent; and that when the cargo was all discharged the ceiling of the hold be entirely removed on both

sides from about 6 feet abaft the mainmast to about 40 feet forward, and all the loose ceiling removed; the whole length of the hold on both sides, and the limbers and spaces between the floors and frames be thoroughly cleaned and dried for examination of the floors, frames, cement and keelsons. On the 26th and 27th September the barque *Haddington* was finally surveyed in the Hooghly Dry dock at Howrah. After a most careful and thorough examination of the vessel, the Surveyor to Lloyd's Agents reported that the keelson was hagged to the extent of about 2½ inches under the forepart of the main-hatch, and a butt strap of the keelson broken; the floors on the starboard side and the floor keelson bulged upwards to the extent of about 1½ inches; the keelson and floors had come up to a much greater extent when the vessel was on shore, and had gone back considerably since the barque was put on the blocks in dock; four of the 'tween deck beams were broken, and the whole of the 'tween deck beams badly bent, buckled, and out of shape. Many of the beam ends started away from the frames and the pillars bent and broken, and many of the rivet heads of the outside plating through the frames in the line of the 'tween deck stringers broken off; a butt of the outside plating on the starboard side in midships on the third strake of plating above the bilge started and the rivets loose; another butt further forward on the same strake of plating slightly started; several frames in the forepeak on the starboard side of the line of the orlop deck, and one under the line of 'tween deck broken through, and an outside plate on the starboard side about the 9-feet mark, about 20 feet from the stern, broken across the whole breadth of the plate and leaking; breaks in these frames and on the plates appeared to have been old breaks, but would nevertheless have to be repaired. The *Haddington* being very aged it was difficult to estimate the cost of repairs, as when once entered into it was hard to say where they would end, and heavy repairs in this expensive port would cost a good deal more than this old barque was worth. The defects being all on the bottom below the water line, the Surveyor could not recommend temporary repairs to carry the ship and cargo safely to its destination through the many perils to be encountered on a voyage from Calcutta to Europe. The Surveyor therefore, saw no other course than to recommend the *Haddington* to be sold, as she stood, to the best advantage for the benefit of the concerned. The barque had also been surveyed by Government Surveyors, and was recommended to be repaired. The *Haddington* was not repaired, but was sold on account of the concerned, as the cost of repairs was estimated at about Rs. 60,000; value of *Haddington* £10,000. Damage to cargo, Rs. 7,600. The crew, 28 men; no loss of life.

[A Departmental Committee of Inquiry was held at the Port Office on the 29th September, to investigate the cause of the grounding of the barque *Haddington* at Melancholy point on the 31st August, and at Kalpi on the 1st September. The Committee, after having carefully examined all the witnesses in this case were of opinion that the *Haddington* grounded on the 31st August through taking a heavy sheer against her helm. On the 1st September the Committee were of opinion that the grounding occurred on the following points:—(1) by the barque's bad steering; (2) by the hawser parting; and (3) through the anchor not holding when let go. The Committee, therefore, considered there was no blame attached to the pilot. He was accordingly acquitted.]

I (the Port Officer) concurred in the finding of the Committee that no blame could be attached to the pilot, as the vessel, which was deeply laden, appeared to have been one most difficult to steer, and sluggish in answering her helm; and this, combined with the exceptional state of the river during the freshets, and the failure of the anchor to hold when let go, resulted in the accident inquired into by the Committee.

The Lieutenant-Governor of Bengal accepted the finding of the Departmental Committee of Inquiry.

47. The Native battalla LABHSAWAI [of Bhávnagar, 78 tons register, official number 1192, age unknown], from Gogha to Bombay with a cargo of yellow earth and empty casks, valued at Rs. 153. On the 5th September the battalla proceeded as far as Kelva Máhim, when at 4 P.M., owing to the force of the strong winds, the mainsail was carried away, whereupon another was used, that too being also carried away. The crew cast the large anchor; the chain broke, and the battalla having become unmanageable was driven on to a rock about a mile off the Vádarái bandar (Bombay coast). Value of battalla, Rs. 2,000; cargo worth Rs. 129 was lost, the remainder was saved. The crew, 10 men, and 3 passengers, clung to the pieces of the wreck and toney whence they were saved.

48. The British Indian brig FAIZAR ROHOMAN [of Chittagong, 117 tons register, official number not reported, not classed, age 2 years], from Narainganj to Chittagong, with a cargo of jute. On the 8th September the brig was dropping down with the ebb-tide in the Sundeep channel (Sunderbuns) with lead going, when suddenly, at 3 P.M., her stern got aground on the Jalchira sands near Mandoli point; she instantly capsized by the force of the tide, as she was slewing round and became a total wreck. Loss, value of brig, Rs. 14,000; cargo, Rs. 12,160. Crew, 15 men; one life lost. (The casualty was caused by the carelessness of the syrang.)

49. The British iron ship SCOTTISH CHIEFTAIN [of Liverpool, 1,398 tons register, official number 74524, age 20 years, classed at Liverpool Lloyds 100 A.1.], from Calcutta to London, with a cargo of wheat and jute. It appeared that the ship sailed from Calcutta on the 27th August bound for London with a full cargo of wheat and jute, and on the following day the pilot left her off the Sandheads, the weather being then moderate, wind from S.W. to S.S.W.; thence to where the vessel was lost, experienced very variable weather, strong wind accompanied with violent squalls, and for 11 days not a glimpse of the sun was visible to enable any observations to be taken. On the 8th September the sun was seen for a few minutes, but through such a haze and mist that no proper observations could be taken; at about 10-30 P.M. on that day, the crew were roused by the cry of breakers ahead, and before they could get up on deck the ship ran on a reef to the S.W. of Rocky point, (West coast of Middle Andamans) in latitude 12° 33′ N., longitude 92° 40′ E., in four fathoms of water. About 10 minutes afterwards she bilged over and became a total wreck. The two stern boats were got out with great difficulty, one being stove in by bumping under the ship's counter, and one of the crew had the presence of mind to stuff a table napkin into the hole. At 1-30 P.M. the same day, the ship being in a dangerous position, the whole of the crew were then put in the two boats, having saved little or nothing, and the wreck abandoned. On the morning of the 9th an attempt was made to land, but for some time unsucessfully, as the shore was one mass of tangled jungle and seaweed. However, after some time, one of the boats found a creek, and entering it the beach was reached, when the boat was repaired by the carpenter. The men were perfectly ignorant where they were, all reckonings had been lost, and there was only a quadrant and chronometer with them. They could not go southward, so it was resolved to round the north end of the Andamans and proceed to Port Cornwallis. The crew on reaching this port experienced very variable weather, and finding no settlers on it the master in consultation with the first officer decided to run for the coast of Burma. Accordingly the two boats then sailed northward keeping as much as possible up to the wind, and at sundown were off Landfall Island, steering northward throughout the night, and at 4-30 A.M. on the 14th the light

on the Great Cocos was sighted. For six days and nights the ship-wrecked crew were tossed about, and suffered much from the sun and want of food and water, so they made for it. At daylight they landed on the island, where on the 16th, S.S. *Maharani,* on calling at the island, she took the whole of the crew on board and brought them to Calcutta. The Chief Commissioner of the Andamans and Nicobars despatched the Indian Government steamer *Kwangtung,* which vessel, on the afternoon of the 9th October, left stewart's Sound, and proceeding round northward and westward of the Andamans, stopped off Rocky point on the 11th. At 8-15 A.M. that day the Commander, on boarding the wrecked ship *Scottish Chieftain,* found her ashore to the S. W. of Rocky point, in latitude 12° 33′ N., longitude 92° 40′ E., in 4 fathoms, her head to the S.S.E., laying well over on her starboard bilge. She had parted just abaft the forehouse; the fore, foretop, and foretopgallant masts standing with yards across and sails loosed on the lower and topsail yards. The ship evidently appeared to have been on the starboard tack when she struck; it was deep water within a quarter of a mile of the wreck. With the exception of the fore end, the vessel was completely broken upon; the seeds from the lower hold were floating about, but the jute in bales in the 'tween decks had not been washed out, though their bands were loosened. As there did not seem any chance of saving anything of value, the *Kwangtung* left the wreck at 10-40 A.M. the same day. Loss, value of ship *Scottish Chieftain,* £16,000; cargo Rs. 2,09,668. The crew, 24 men; no lives lost.

[A Marine Court of Inquiry was held at the Port Office on the 3rd and 4th October by the Magistrate of Howrah under section 4 of Act IV of 1875 (The Indian Merchant Shipping Act), to investigate the cause which led to the stranding of the ship *Scottish Chieftain.* The master of the ship was charged with misconduct leading to the loss of that vessel on the following grounds:—That at noon on the 8th September he miscalculated the position of the said ship, holding her to be a considerable distance further to the westward than she really was at that time; also that throughout the voyage of the said ship he did not record, or cause to be recorded, the longitude by observation of the said ship in the log of the said ship. Also that throughout the voyage of the said ship he neglected to sign the log of the said ship. The Court observed that the ship was left by the pilot at the Sandheads on the 28th August. A steady monsoon wind was blowing, veering from West to S.S.W., and the ship was steered by the wind, tack and tack, to get out of the Bay of Bengal. She experienced rather bad weather, and though the master deposed that he obtained observations for the longitude on the 4th September, he did not succeed in doing so again until the 8th, when he stated that he ascertained his position by the sun; that the set of sights he got for the longitude were, so far as he could judge, reliable. Between 10 and 11 on the evening of the 8th, high land was suddenly seen on the lee bow, and in a minute or two the ship was ashore, and shortly became a wreck and was abandoned. The master stated the place where she went ashore was on the West coast of Middle Andamans. There was nothing beyond the statement of the master to identify the scene of the catastrophe, but there was no other point westward of that upon which the wreck could have possibly occurred, and the master had given sufficient reasons for identifying the features of the locality after daylight had appeared. The latitude 12° 37′ N., longitude 92° 39′ E., was about the point where the wreck occurred. The ship was close-hauled on the starboard tack, steering as stated by the master on the whole S. by E. ½ E., and at a speed of 4 to 5 knots. Working backwards from the point where the wreck occurred to noon of the 8th (same day), the ship must have been in latitude 13° 32′ N, longitude 92° 06′ E., whereas the point at which the master stated that he placed his ship at noon was in latitude 13° 30′ N., longitude 88° 43′ E, or a difference in latitude of 0° 2′, and longitude 3° 22′. It was clear that if the master

found by observation that his longitude was 88° 43′ E, he mistook his position by more than 3°. Turning to the ship's log, the Court found the longitude by accounts to have been 92° 05′ E, which the result of this unfortunate voyage showed to have been nearly correct. It appeared strange that so great a difference between the dead reckoning and his observations should not have attracted the master's attention and induced him to test his results very carefully. The Court found, however, that the longitude by observation was not entered in the log under the printed heading provided for it, either on this day or any previous day on the voyage, or the voyage out to Calcutta, nor was the log-book signed by the master; nor indeed was there anything to show that he ever looked on it at all beyond the mate's statement that he was in the habit of taking it to him; the master stated that he attached little or no value to the dead reckoning; but the Court observed that attention to the dead reckoning would, in this instance, have saved his ship, whereas the observations, if really taken, were absolutely worthless. To this point the Court attached very great importance, and considered that the enormous difference between the ship's position by dead reckoning and the observations on the noon of the 8th should at once have caused the master to suspect that something was wrong. The acting second mate, officer of the watch, deposed that the master told him to make sail at half past ten, and call him if she broke off. He further deposed that the master told him that if she did not come up by 4 A.M. she must "go round." The Court considered that this indicated an uneasiness in the master's mind, and a suspicion of the vicinity of land which was by no means compatible with the position of his ship in longitude 88° 43′ E. at noon, as from that position the course steered would have taken him many miles clear of all dangers. There was the possibility that the error might have been due to observations from an indistinct horizon, but it was in evidence that this would probably not have caused an error of more than ten miles, whereas the Court had one of 200 to account for; and again the master stated that, so far as he could judge, his sights were reliable; and some of the seamen had deposed to sunshine during the forenoon of the day in question. The hypothesis of unskilful observation or erroneous calculation might be left out of sight in the case of a master of 34 years' experience. The Court considered whether the error could be due to faults in the chronometers which had been rated in Calcutta only 14 days previously. The Court had considered the extent to which chronometers might be deranged, and did not think that there were grounds for assuming that two chronometers would simultaneously be so deranged as to produce an error of 200 miles in longitude. If one chronometer only had been so deranged, as was fairly possible, and if the master was not in the habit of working his observations by both, the difference between the longitude he obtained and that by accounts should have sent him to his second chronometer. It appeared, therefore, that the master made so great an error either in calculation or observation that he ought at once to have discovered it, or that he did not really place his ship at noon on the 8th in the position he alleged. In the latter case the Court had no means of judging where the master really believed his ship to have been, and a very grave fault had been committed in attempting to deceive the Court as to the ascertained position of the ship; but accepting the milder view, the Court was unable to acquit the master of negligence in accepting so erroneous a conclusion, and that negligence, which led to the loss of the ship, was such a default as is contemplated in section 3 of Act XIII of 1878. The Court therefore, under section 12 of Act IV of 1875, decided that the certificate of the master should be suspended for a period of three months. The Court placed on record the slovenly manner in which the ship's log had been kept, noting specially carrying on dead reckoning from results proved to be erroneous, and total omission to record observations of longitude. The Court further observed that, to have been navigated by an old

and erroneous General chart of 1861, proved by the later chart of 1879 to have at least one error, *viz.*, one of 8 miles in the longitude of the Andaman islands. The Court then remarked that they were unable to forward the master's certificate, which was said to have been lost.]

The Lieutenant-Governor of Bengal confirmed the finding of the Court.

OCTOBER 1883.

50. The British Indian schooner JENNY LIND [of Chittagong, 48 tons register, no official number, age unknown], from Chittagong to Narainganj, with a cargo of salt and cotton. On the 10th October the schooner, whilst anchored at Mandolea Tekh, in 2 fathoms of water, in the Bamnee river (Sunderbuns) stranded during the last of the ebb-tide, and at 10 P. M. she capsized, caused by a heavy bore. Loss, value of schooner, Rs. 3,000; cargo Rs. 2,779. Crew 7 men and 2 passengers; no lives lost.

51. The British Indian wooden brig SEKUNDERSHA [of Chittagong, 268 tons register, official number not reported], from Chittagong to Narainganj, in ballast. On the 11th October the brig was proceeding up the Megna river (Sunderbuns), and met with a strong S. E. squall; it afterwards began to increase in force, when the main and foresails were furled, the main and foretopsail yards were lowered and sails clewed up. At 4 P. M. it began to blow very hard, and as the brig was light she stranded on Bunkshie's chur and finally fell on her side and sank in deep water. Loss, value of brig, Rs. 15,000. Crew 16 men; no lives lost.

52. The British Indian wooden brig AKILANDESWARI [of Cuddalore, 181 tons register, official number 1 of 1881, age not known], from Thirumullavasal to Madras, with a cargo of casurina logs and roots. On the 16th October the dhoney, when off the village of Koduasheally (Gulf of Manár), met with an N.E. gale and became dismasted. The tindal tried to steer the dhoney as soon as he had cleared the wreck, and she having sprung a leak, the crew kept bailing the water but failed, and ultimately she was drifted ashore. Loss, value of sloop and cargo, not known. Crew 12 men; no lives lost.

53. The British Indian craft DARYA MOOJE [of Bánkot, 69 tons register, official number 4657, age 25 years], from Borlai (Konkan) to Bombay, with a cargo of firewood, value Rs. 130. On the 19th October the craft was anchored to the north of Korlai fort, when at 10 P.M., owing to violent winds, she dragged her anchors and was driven into the Therounda creek (Bombay coast), where she afterwards broke up. Value of craft, Rs. 2,000; cargo worth Rs. 30 was lost. The crew, 5 men, were saved by swimming to the shore.

NOVEMBER 1883.

54. A British Indian dingy (no name) [of Noakhali, 18 tons register, no official number, age 7 years], from Gopeeganj to Chittagong, with a cargo of rice. At 3 A.M. on the 6th November, when near the Sundeep Police station in the Megna river (Sunderbuns), she stranded on the bank in consequence of strong currents and unfavourable winds. Loss, value of dingy, Rs. 400; cargo Rs. 612. The crew, 6 men; 2 men were saved by fishermen and 4 were lost.

55. The British iron screw steamer NISERO [late *Fifty-nine,* of Sunderland, 1,182 tons register, official number 79164, age 6 years, classed at Lloyds 100 A.I.], from Sourabaya to Port Said with a cargo of 1,800 tons of sugar, value not reported. It appeared that after she left Sourabaya nothing of importance occurred, but when off the coast of Sumatra she encountered a gale. The master stated that owing to thick weather and heavy rains no sights had been obtained from the 4th to the 8th November. On the morning of the 8th, an observation was taken standing for Acheen in order to obtain coal, as those on board were

bad, and would generate no steam. At 8-30 P.M. the steamer unfortunately stranded a little north of Pangah village near Acheen head, N. W. coast of Sumatra. The master accordingly endeavoured to get her off by turning astern, but was unable to do so in consequence of the heavy sea, and also to the steamer having heeled over. The master and crew, 26 men, then landed on shore in boats, when they were unhappily all taken prisoners and nearly killed by the Rajah of Tenom. This man had been hostile to the Dutch, and on the appearance of the Dutch man-of-war *Sourabaya* to assist the wrecked steamer *Nisero,* he informed them that if the least attempt were made to touch either vessel or cargo, he would put the men in his possession to death; this threat prevented any steps being taken. The *Nisero* afterwards was partially broken up, the cargo being mostly damaged, but the hatchways were reported to be nailed down. The melancholy news was telegraphed to Singapore, and Her Majesty's S.S. *Pegasus* was immediately despatched to Oleh-leh. She left Singapore on the 26th November with the English Consul on board, accompanied by the Dutch war steamer *Palembang*. The Commander of the *Pegasus* reported that he had been unable to rescue the captive crew, who were taken into the interior, as it seemed that the negotiations had resulted unsuccessfully. The *Pegasus* was unable to enter the river, and her whale-boat capsized when endeavouring to sound the bar, drowning two men. The steamer *Nisero* and her cargo had eventually been destroyed and plundered. On the 10th December the master of the *Nisero* was rescued by the Dutch man-of-war (leaving the rest of the crew, 25 men, as hostages for his return), so that he might see the Consul who was on board; the Governor and the British Naval Officer subsequently refused to allow him to return and accordingly sent him on to Penang. Her Majesty's screw gunboat *Merlin,* which returned to Penang from Acheen with the master of the wrecked steamer, stated that the Dutch authorities in Acheen were requested to take no further steps towards obtaining the release of the crew of the *Nisero,* as the British wished to negotiate direct with the Rajah of Pangah, and would take the whole of the responsibility if anything went wrong with the men. The Dutch Governor of Acheen had both a naval and military force ready to start in order to assist in the delivery of the men, as the time mentioned by the Dutch ultimatum was about to expire, and the Dutch Governor was displeased at the nature of the request made by the British: but the instructions given to the English representatives were of such a nature, that the forcible character of the arguments used by them were wisely recognized by the Dutch Governor, and eventually he showed his sound sense by agreeing to leave the matter of the crews' release in the hands of the British. The *Pegasus* in company with the Dutch man-of-war steamers *Palembang* and *Arend* left Oleh-leh for Pangah immediately after the departure of the *Merlin.* The master of the S.S. *Nisero* reported that the position of the captives was extremely critical, and he feared that unless something was speedily done to save them their lives would be sacrificed. The climate was almost unbearable for Europeans, and he considered it very probable that some of the men had succumbed to sickness. The treatment they received at the hands of the Rajah and people of Tenom was most cruel. The Rajah's conditions for the release of the crew were as follows:—A ransom of £62,000 in money, the banishment of two rival Rajahs from Sumatra, and the declaration of part of Tenom free from the Dutch. If these terms were accepted he required guarantee in the name of Queen Victoria that they would be carried out. Value of *Nisero,* £18,500; cargo not reported. Crew 26 men; no loss of life.

56. The Native ganja SOOGARPRASAD [of Bhuj, Cutch, 45 tons register, official number unknown, age 15 years], from Bushire to Cutch Mándvi, with a cargo of wheat and dry fruits. On the 10th November, at about 10 P.M., the

ganja, during strong winds, was driven into shallow water, where she stranded near the Shee-sha mouth of the river Indus (Sind coast). Loss, value of ganja, Rs. 2,000; cargo Rs. 2,400. The crew, 8 men and one passenger, saved themselves by the aid of a small boat and a raft, from whence they were subsequently picked up by a boat belonging to the Kurrachee Pilot establishment.

57. The British Indian sloop JAGANATHPRASAD [of Balasore, 46 tons register, official number 99 of 1865, age 23 years], from Calcutta to Balasore, with a general cargo, value Rs. 4,250. At 9 A.M. on the 28th November, the sloop, whilst entering the Balasore river (Orissa coast), stranded on the sands near the Inner bar buoy; she began striking heavily against the sands, and was ultimately driven by the tide to the N. E. of the Elfin flat buoy, where she afterwards broke up. Loss, value of sloop, Rs. 1,000; cargo worth Rs. 1,020 was lost, and Rs. 200 damaged; the remainder was saved. Crew 5 men; no lives lost. (The wreck was caused by the carelessness of the tindal.)

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58. The Native craft PALKHI [of Habsan (Konkan), 11 tons register, official number 4924, age about 22 years], from Thal to Bombay, with a cargo of firewood. On the morning of the 2nd December the craft grounded on a rock to the West of Kundari Island Fort (Bombay coast), and shortly afterwards broke up. Loss, value of *Palkhi* Rs. 400, cargo Rs. 70. Crew 6 men; no lives lost. (The wreck was caused by the carelessness of the tindal.)

59. The British Indian schooner NOORAL AHMAN [of Rangoon, 44 tons register, official number 81910, age one year], from Rangoon to Chittagong in ballast. The schooner, whilst on her voyage to Chittagong, met with heavy weather off Coronge Island and sprung a leak on the 3rd December, in latitude 16° 40′ N., longitude 94° 06′ E. (Burma coast). The crew attended to the pumps unceasingly, but the leak was so bad that the pumps could not keep the water under, and consequently the nakhoda beached the schooner on Cheduba Island at 6 P. M. the same day. Value of schooner not reported. No cargo on board. The wreck was subsequently sold for Rs. 100. The crew, 8 men, and 9 passengers took to the boats and got to shore safely.

60. The British Indian wooden brig STREE BABAYYA [of Cocanada, 209 tons register, no official number, age one year], from Chittagong to Narainganj with ballast. On the 4th December the brig anchored off Bidou chur in the Sundeep channel (Sunderbuns), in 3 fathoms of water, the wind from S.S.E. blowing very hard; during ebb-tide at 8 A. M. she took a sheer and capsized between Bidou and Siddee islands. Loss, value of brig, Rs. 12,000. Crew 20 men; fiive lives lost.

61. The British Indian pattimar FATHEL KHAIR [of Bombay, 73 tons register, official number 2980, age 28 years], from Bombay to Alipee, with a cargo of salt, brass and copper metals, and Rs. 5,000 in cash. On the 10th December the pattimar was proceeding down the coast, when at 2 A.M. she suddenly ran on a sand bank at the north end of Ponáni port (Malabár coast); she sprung a leak, and the crew, with the assistance of boats and coolies, tried their utmost to take her into the river, but proved of no avail. She broke up the following day. Loss, value of pattimar Rs. 2,000. All the cargo, with the exception of 185 bags of salt, were safely landed; value Rs. 3,575. Crew, 13 men; no lives lost. (The wreck was caused by the carelessness of the tindal.)

62. The British wooden barque HASTINGS [of London, 541 tons register, official number 14716, age 29 years, classed at Sunderland Lloyds A.1. for 10 years], from Madras to Balasore, with 250 tons sand ballast. It appeared that the vessel was chartered at Balasore to ship on board a cargo of rice for Cochin. Whilst lying at anchor in the Madras harbour she encountered on the 11th

December a succession of strong gales from the N.E. The weather continued violent till the 10th January 1884; the vessel being strained a good deal, the high head sea striking the *Hastings* on her port bow caused the cable to part at 90 fathoms owing to its being old and much worn. On the occurrence of the accident a second anchor was hove, but a heavy squall from the N.E. caused, the barque to drag and part the anchor with 85 fathoms of cable, thus sending her adrift to seaward. On the 12th December, when in the Bay of Bengal, in latitude 9° 10′ N., longitude 85° 0′ E., in consequence of the vessel being very old and straining excessively, she sprung a leak; the pumps were manned, notwithstanding which the leak increased. The lower topsails and staysails were hoisted at this time, but owing to the weather continuing stormy, and a strong current running, the master kept beating to windward for 30 days, consequently he could not get the barque up to Madras. During this time the water rapidly gained on the vessel, the crew being worn out by working at the pumps and tacking ship, the master resolved to sail for the nearest port for the safety of the lives on board. On the 9th January the weather somewhat moderated and the Pondicherry light being made, the master brought the barque up to port, which he did the next day; the crew insisted in seeking Pondicherry as a port of refuge, and accordingly refused to proceed any further. As the *Hastings* was leaking very seriously it was found impossible to take her to Madras. On the 15th January the barque was surveyed and declared to be unseaworthy, and was condemned subsequently. Finally she was sold to defray debts arising on bottomry bond in consequence of the owner failing to send funds. The bare hull realised at a public auction at Pondicherry, ₹8,500; the materials landed from the *Hastings* were sold for ₹1,833. Loss, value of the *Hastings*, £2,000. No cargo on board. Crew 15 men; no lives lost.

63. The British Indian craft BALAṘ YESHVANTY [of Ratnagiri, 17 tons register, official number 8938, age 7 years], from Sadáshivgad to Bombay with a cargo of firewood. On the 19th December the tindal, on account of strong easterly winds, could not proceed out of Kárwár or Sadáshivgad harbour (Bombay coast), so he accordingly deemed it advisable to run for shelter off Ambalgad; the buoy not being in its place, the tindal anchored her in a dangerous position, when at 11 A.M. she stranded on the Ambalgad rocks and broke up. Loss, value of craft, R800; cargo all lost, value R102. Crew, 7 men, were all saved in boats sent from shore.

64. The British Indian padow JAMNAPRASAD [of Surat, 27 tons register, official number 3429], from Omar (Surat) to Bombay with a cargo of firewood. On the 28th December the padow was coming out of the Mindhola river (Gulf of Cambay), when at 12 P.M. she grounded on ebb-tide. On the flood coming in she heeled over on her side, filled with water, and foundered. All efforts to float her proved ineffectual; she eventually settled down and rapidly disappeared in the mud. Loss, value of padow, not reported; cargo R150. Crew, 9 men, were saved in a toney.

65. The British Indian gulbut DOWLATPRASAD [of Bombay, registered tonnage, official number, and age not reported], from Kurrachee to Bombay, with a cargo of cotton, potatoes, &c. On the 26th December the gulbut left Kurrachee for Bombay, and safely proceeded along the coast until she came into the Gulf of Cambay. On the 31st December, when near Surat (exact position not given), she met with a severe storm, and at night, she having become unmanageable, foundered. Loss, value of gulbut and cargo not reported. Crew, 10 men, and 2 passengers; all the men were drowned with the exception of one passenger, who managed to save his life by clinging to a floating cotton bale till the following morning, when the Native craft *Rampassa,* which vessel happened to pass by, took him up on board and brought him to Porbandar.

TABULAR STATEMENT OF THE CASUALTIES,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
1	*Lakshmi*	4	British Indian dodi	4th January	Kelshi	Bánkot
2	*Savitri* (*See Wrecks No. 2.*)	94	British steamer	5th ditto	Bombay	Goa
3	*Toledo*	1,896	British screw steamer	6th ditto	Calcutta	Dundee
4	*West Ridge*	1,400	British ship	9th ditto	Ditto	Liverpool
5	*Sakri*	22	British Indian padow	11th ditto	Revdanda	Bombay
6	*Mahratta*	505	British screw steamer	13th ditto	Calcutta	Rangoon *vid* Burman coast ports.
7	No name	2	British Indian boat	Ditto ditto	Bhowaniganj	Noakhali
8	*Jamnaparsád*	46	British Indian padow	Ditto ditto	Dholera	Bombay
9	*Lahore*	500	British steamer	14th ditto	Saugor Island in the Hooghly river.	Calcutta
10	*Paula*	515	German barque	15th ditto	Chittagong	West Indies
11	*Mahratta*	505	British screw steamer	16th ditto	Ditto	Rangoon *vid* Burman coast ports.
12	*Sacri Salamati*	8	British Indian muchwa	17th ditto	Goa	Bombay

DURING THE YEAR 1883.

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Fishing nets; value Rs. 150.	Off Ade, near Bánkot . . .	Bombay coast .	Collision with S.S. *Gogo*. Carelessness of master of S.S. *Gogo*.	None lost .	Totally lost.
450 passengers; but no cargo.	Midway between Jáytapur and Devgad	Ditto .	Collision with pattimar *Hattee Hamnant*. Carelessness of the tindal of the pattimar.	Ditto .	.....
General; value not given.	On the bank abreast of the Nun buoy in Fulta reach.	Hooghly river .	Grounding. Unavoidable. .	Ditto .	None lost.
Ditto . .	On the Kaffray sand	Ditto .	Ditto ditto .	Ditto .	Ditto.
Firewood; value Rs. 150.	Off the Revdanda creek . . .	Bombay coast .	Collision with S.S. *Krishna*. Carelessness of master of S.S. *Krishna*.	Ditto	Slightly damaged.
General; value not reported.	On the edge of the sand abreast of Nurpur village.	Hooghly river .	Grounding. Unavoidable. .	Ditto .	None lost.
Oranges and cloth; value Rs. 150.	In the Takta khali, Megna river . .	Sunderbuns .	Capsized. Currents . .	Ditto .	Totally lost.
Cotton, &c.; value Rs. 9,262.	On a sand bank about 22 miles to the westward of Dehej bandar.	Gulf of Cambay	Stranding. Stress of weather .	Ditto .	Rs. 7,262 worth was lost and the remainder damaged.
Pilgrims; but no cargo.	Off Nynan	Hooghly river .	Collision with boat (name unknown). Carelessness of crew of boat.	One lost .	.....
Rice; value Rs. 18,750.	Near the jetty off the town, Kornafuli river; the Port flagstaff bearing N.E., and the Juldia flagstaff N.W. by W. ¼ W.	Chittagong coast.	Collision with S. S. *Makratta*. Carelessness of the pilot of the barque.	None lost .	None lost.
General; value not reported.	Ditto ditto	Ditto.	Collision with barque *Paula*. Carelessness of the pilot of the barque.	Ditto	Ditto.
Firewood; value Rs. 160.	At the mouth of the Purangas creek .	Bombay coast .	Capsized. Stress of weather .	Ditto .	Partially lost, value Rs. 52.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
13	*Scindia*	2,040	British screw steamer	20th January	Calcutta	Bombay
14	*Clan Ogilvie*	1,584	Ditto ditto	24th ditto	Bombay	Liverpool
15	*Inflexible*	1,489	Ditto ditto	Ditto ditto	Liverpool	Bombay
16	*Náranparsád*	52	Native kotia	25th ditto	Porbandar	Surat
17	*Yeswanti*	27	British Indian mahangir	Ditto ditto	Thána	Bombay
18	*Ranchooparsád*	28	Native craft	Ditto ditto	Bombay	Surat
19	*Lakhmiparsad*	23	British Indian craft	Ditto ditto	Veráwal	Broach
20	*Dariadowlat*	29	Native craft	Ditto ditto	Bombay	Degám
21	*Sakhari Salamati*	2	British Indian muchwa	Ditto ditto	Bándra	Agáshi
22	*Káshiprasad*	18	British Indian craft	Ditto ditto	Bulsár	Dholera
23	*Machheri*	11	British Indian padow	Ditto ditto	Bassen	Surat
24	*Suryaban*	11	British Indian muchwa	26th ditto	Bháyndar	Moewa

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not stated.	In the Kerosine oil moorings at Garden reach.	Hooghly river .	Collision with ship *Greenock*. Unavoidable.	None lost .	None lost.
Ditto . .	At the F shed, West wharf in the Prince's dock, Bombay harbour	Bombay coast..	Collision with S.S. *Inflexible*. Carelessness of second engineer of S.S. *Clan Ogilvie*.	Ditto . .	Ditto.
Ditto . .	Alongside M shed in the Prince's dock, Bombay harbour.	Ditto .	Collision with S.S. *Clan Ogilvie*. Carelessness of second engineer of S.S. *Clan Ogilvie*.	Ditto . .	Damage, if any, not known.
Castor oil and slabs of stones; value Rs. 1,000.	On a sandbank, half a mile to the South of the Taptilighthouse.	Gulf of Cambay	Stranding. Heavy weather .	Ditto . .	Partially lost; value Rs. 150.
Grass; value Rs. 120	At the mouth of the Bhándúp creek .	Bombay coast .	Capsized. ditto . .	Ditto . .	Totally lost.
Charcoal; value Rs. 527.	About a mile to the South of the Tapti lighthouse.	Gulf of Cambay	Foundering. ditto . .	Ditto . .	Partially lost, value Rs. 197.
Wet dates; value Rs. 2,244.	Between Piram island and Gogha .	Ditto . .	Sprung a leak. ditto . .	Ditto . .	Partially lost, value Rs. 300.
Dates, bajri, rice, &c.; value Rs. 2,310.	About 15 miles North of the port of Umbargaon.	Ditto . .	Sprung a leak. Stress of weather	Ditto . .	Partially lost, value Rs. 147.
Saltfish; value Rs. 124.	Near the village of Chiwanee . .	Bombay coast .	Capsized. ditto . .	Ditto .	Totally lost.
Bamboos and sandalwood; value Rs. 300.	About 13 miles to the Westward of the Deojagan lighthouse.	Gulf of Cambay	Sprung a leak. ditto . .	Ditto .	Partially lost, value Rs. 95.
Cocoanuts; value Rs. 280.	Half a mile to the West of the Bilimora bar.	Ditto .	Sprung a leak. Heavy weather .	Ditto .	Slightly damaged.
Salt; value Rs. 724	Near the Basseen beacon light, Bombay harbour.	Bombay coast .	Capsized. ditto .	Ditto .	Partially lost, value Rs. 168.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
25	*Rambán*	8	British Indian Muchwa	26th January	Bháyndar	Moewa
26	*Yeswanti*	6	Ditto ditto	Ditto ditto	Ditto	Ditto
27	*Colleroon*	361	British brig	27th ditto	Employed on Pilot duties	at the Sandheads
28	*Hindostan*	463	French barque	Ditto ditto	Pondicherry	Calcutta
29	*Inchgarvie*	1,728	British screw steamer	Ditto ditto	Tyne	Bombay
30	*Baboorao*	7	British Indian craft	28th ditto	Rajpuri	Ditto
31	*Slieve Roe*	1,667	British ship	30th ditto	Bombay	Chittagong
32	*Teheran*	1,670	British screw steamer	1st February	Calcutta	London
33	*Red Gauntlet*	1,073	Brftish ship	Ditto ditto	Chittagong	Mauritius
34	*Iolani*	981	British screw steamer	4th ditto	Ditto	Port Said
35	*Mahratta*	505	Ditto ditto	5th ditto	Ditto	Calcutta
36	*Rámparsád*	41	Native craft	6th ditto	Porbandar	Surat

DURING THE YEAR 1883.—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Salt; value Rs. 523	On the Pos Pir rock, entrance to the Basseen creek.	Bombay coast .	Stranding. Heavy weather .	None lost .	Totally lost.
Ditto Rs. 402	Near the Basseen beacon light, Bombay harbour.	Ditto .	Capsized. ditto .	Ditto . .	Ditto.
None . . .	4 miles to the S. S. W. of the Eastern Channel lightship.	Sandheads	Collision with the barque *Hindostan*. Carelessness of master of barque.	Ditto . .	.....
In stone ballast .	Ditto ditto . .	Ditto	Collision with brig *Colleroon*. Carelessness of master of barque *Hindostan*.	Ditto . .	.....
3,000 tons of coals; value not reported.	In latitude 13°16′ N., longitude 42°40′E.	Red sea .	Damage to engines. Unknown	Ditto . .	None lost.
Firewood; value Rs. 200.	Near Kundári island lighthouse, entrance to Bombay harbour.	Bombay coast .	Sprung a leak. Old and rotten.	Ditto . .	Totally lost.
700 tons ballast .	On the bank between the Crossing mark and the black buoy off Juldia, Kornafuli river.	Chittagong coast	Grounding. Unavoidable .	Ditto . .	.....
General; value not given.	140 miles N. E. of Madras in latitude 15° 0′ N., longitude 81° 30′ E.	Bay of Bengal.	Damage to engines. Unknown .	Ditto . .	None lost.
1,500 tons of rice; value Rs. 60,988.	On the bar near the Black buoy, entrance to the Kornafuli river.	Chittagong coast	Grounding. Carelessness of pilot.	Ditto . .	Partially lost, value Rs. 1,498.
Grain; value Rs. 38,000.	Just below the Moish khali moorings in the Kornafuli river.	Ditto .	Collision with brig *Chinsurah*. Carelessness of Officer in charge of brig *Chinsurah*.	Ditto . .	None lost.
General; value not reported.	Off Fulta point	Hooghly river .	Collision with boat (name unknown). Carelessness of crew of boat.	Ditto . .	Ditto.
Slabs of stones; value Rs. 540.	About 15 miles to the eastward of Diu .	Káthiáwár coast	Sprung a leak. Heavy weather	Ditto . .	Rs. 75 worth was lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
37	No name	24	British Indian boat	7th February	Calcutta	Forashganj
38	*Marchioness of Londonderry.*	699	British Indian barque	Ditto ditto	Ditto	Maskat
39	*Merwanjee Framjee*	1,079	British ship	Ditto ditto	Ditto	Dundee
40	*Hunsdon*	275	British paddle steamer	Ditto ditto	Employed as a tug	on the Hooghly river.
41	*Havre*	2,663	French screw steamer	Ditto ditto	Calcutta	Marseilles
42	*Sierra Parima*	1,518	British ship	8th ditto	Bombay	Rangoon
43	*Inchgarvie*	1,728	British screw steamer	Ditto ditto	Shields	Bombay
44	*Nagin*	3	British Indian muchwa	Ditto ditto	Bombay	Kasa
45	*St. Vincent*	1,377	British ship	9th ditto	Calcutta	New York
46	*Parthenope*	1,563	Ditto	10th ditto	Newcastle (Australia)	Rangoon
47	*Celerity*	350	British steamer	11th ditto	Employed in British	Burma on General duty.
48	*Amarapoora*	1,618	British screw steamer	Ditto ditto	Rangoon	Port Said

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Salt; value Rs. 793	On a snag in the Mohimda khal, Megna river.	Sunderbuns	Stranding. Currents	None lost	Totally lost.
Rice; value not stated.	At Garden reach	Hooghly river.	Collision with ship *Merwanjee Framjee*. Unavoidable.	Ditto	None lost.
Jute; value not given.	At Matea-bruj	Ditto	Collision with barque *Marchioness of Londonderry*. Unavoidable.	Ditto	Ditto.
None	At Fulta reach	Ditto	Collision with boat (name unknown). Carelessness of crew of boat.	Ditto	.....
General; value not stated.	On the bank about ¼ of a mile above Hog river point.	Ditto	Grounding. Carelessness of pilot.	Ditto	None lost.
Stone ballast	On Chokey point, Rangoon river	Burma coast	Grounding. Unavoidable	Ditto	.....
3,800 tons of coals; value not reported.	200 miles westward of Aden	Red sea	Damage to engines. Not reported.	Ditto	None lost.
None	Near the fishing stakes at Kasa in the Bombay harbour.	Bombay coast	Capsized. Unavoidable	Ditto	.....
General; value not given.	On the Middleton spit in three fathoms of water.	Hooghly river	Grounding. Unavoidable	Ditto	None lost.
In ballast	On the gridiron in the Rangoon river	Burma coast	Ditto ditto	Ditto	.....
None	Off Booking street wharf, Rangoon river.	Ditto	Collision with S. S. *Amarapoora*. Tides.	Ditto	.....
Rice; value not stated.	Ditto ditto	Ditto	Collision with steamer *Celerity*. Tides.	Ditto	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
49	*Dhanprasád*	24	British Indian padow	12th February	Bombay	Dholera
50	*Ira*	936	British screw steamer	Ditto ditto	Singapore	Maulmain, Rangoon, and Calcutta.
51	*Pearl*	366	Ditto ditto	Ditto ditto	Cutch Mándvi	Bombay
52	*Scot Lot*	12	British Indian boat	18th ditto	Bhávnagar	Surat
53	*Khatauparsád*	32	Native battalla	Ditto ditto	Veráwal	Broach
54	*Quetta*	2,147	British screw steamer	Ditto ditto	Calcutta	London
55	*Assyria*	970	Ditto ditto	19th ditto	Singapore	Maulmain, Rangoon, and Calcutta.
56	*Sierra Parima*	1,518	British ship	20th ditto	Rangoon	The Channel
57	*Polynesia*	985	German ship	Ditto ditto	Ditto	Ditto
58	*Nagpore*	1,209	British ship	21st ditto	Ditto	Ditto
59	*Ngapoota*	89	British steamer	Ditto ditto	Employed as a tug on	the Rangoon river
60	*Asia*	1,139	British screw steamer	22nd ditto	Madras and Báruva	Rangoon

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Rice, sugar, &c.; value Rs. 4,447.	On a sand bank about 12 miles to the South of the Khún lighthouse.	Gulf of Cambay	Stranding. Carelessness of tindal.	None lost	Partially lost, value Rs. 802.
General; value not reported.	On the bank off Melancholy point	Hooghly river	Grounding. Unavoidable	Ditto	None lost.
In ballast	About 10 miles S. W. of Cutch Mándvi	Gulf of Cutch	Damage to engines. Not reported.	Ditto	.....
Cotton, pomegranates; value Rs. 1,352.	On the sand bank about 2 miles to the West of Magdálla.	Gulf of Cambay	Grounding. Tides	Ditto	Rs. 1,166 worth was lost and Rs. 100 damaged.
Gunny bags and slabs of stones; value Rs. 250.	On a sand bank off Umbargaon near the Narbada river.	Ditto	Grounding. Carelessness of tindal.	Ditto	Partially lost, value Rs. 45.
General; value not stated.	On the bank off Melancholy point	Hooghly river	Grounding. Unavoidable	Ditto	None lost.
Ditto	On the flat above the Haldia tripod	Ditto	Ditto ditto	Ditto	Ditto.
Rice; value not stated.	Off the Municipal bazar, Rangoon river.	Burma coast	Collision with ship *Polynesia*. Unavoidable.	Ditto	Ditto.
Rice; value not reported.	Ditto ditto	Ditto	Collision with ship *Sierra Parima*. Unavoidable.	Ditto	Ditto.
Rice; value not given.	Off Dalla, Rangoon river	Ditto	Collision with steam-tug *Ngapoota*. Unavoidable.	Ditto	Ditto.
None	Ditto ditto	Ditto	Collision with ship *Nagpore*. Unavoidable.	Ditto	Ditto.
982 passengers and a general cargo, value not given.	A cable below the wreck buoy off Daneedaw in the Rangoon river.	Ditto	Loss of anchor and chain. Unavoidable.	Ditto	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
61	*Euryalus*	1,289	British screw corvette	25th February	Rangoon	Calcutta
62	*Baliraj*	9	British Indian muchwa	Ditto ditto	Belapur	Trombay
63	*County of Berwick*	996	British Indian ship	27th ditto	Calcutta	Mauritius
64	*Hareepassa*	117	Native bagla	Ditto ditto	Ditto	Aden
65	*Rambhan*	18	British Indian padow	Ditto ditto	Nágothna	Bombay
66	*Maria Paulina*	54	British Indian schooner	3rd March	Colombo	Tuticorin
67	*Palkhi*	22	British Indian pattimar	Ditto ditto	Vengurla	Bombay
68	*Purulia*	1,554	British screw steamer	6th ditto	Calcutta	Rangoon, Maulmain and Singapore.
69	*Jeydevi*	5	British Indian muchwa	8th ditto	Tárápur	Gogha
70	*Pudarath*	66	British Indian kotia	9th ditto	Ponáni	Bombay
71	*Káshiprasád*	14	British Indian padow	Ditto ditto	Bombay	Dholera
72	*Callirrhoe*	1,249	British ship	Ditto ditto	Calcutta	Liverpool

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Employed in the East India station.	On the bank just above Devil's point .	Hooghly river .	Grounding. Unavoidable .	None lost .	None lost.
Salt; value Rs. 742	On a shoal near the Nahávikhar Salt works, Bombay harbour.	Bombay coast .	Stranding. Stress of weather .	Ditto . .	Totally lost.
Rice; value not reported.	On a lump in the Jellingham channel .	Hooghly river .	Grounding. Unavoidable .	Ditto . .	None lost.
Rice; value Rs. 50.	About two miles off the port of Devipatnam.	Palk's strait .	Stranding. To prevent foundering.	Ditto . .	Partially lost, value Rs. 1,500.
Firewood; value Rs. 130.	Near the fishing stakes at Karanja, Bombay harbour.	Bombay coast.	Foundering. Stress of weather.	Ditto . .	Totally lost.
Gunnies and iron nails; value Rs. 1,050.	On the reefs at the South end of Vauthevoo or Church island, Tuticorin harbour.	Gulf of Manár.	Stranding. Carelessness of tindal	Ditto . .	None lost.
Wheat, linseed, ghee, &c.; value Rs. 3,766.	On a rock off the port of Ambalgad, near Jaytápur.	Bombay coast .	Grounding. Carelessness of tindal.	Ditto . .	Partially lost, value Rs. 2,825,
375 passengers and a general cargo; value not stated.	On the edge of the Chokey point Lumps, Rangoon river.	Burma coast .	Grounding. Unavoidable .	Ditto . .	None lost.
Rice; value Rs. 350	On a sand bank about 6 miles to the Westward of the Bhagvádandi lighthouse.	Gulf of Cambay	Grounding. Stress of weather .	Ditto . .	Partially lost, value Rs. 146.
Jungle wood scantlings, planks and bamboo blinds; value not given.	Off the port of Calicut . . .	Malabár coast .	Sprung a leak. Stress of weather	Ditto . .	None lost.
Iron, gunnies, &c.; value Rs. 2,122.	On a sand bank about 10 miles to the westward of the Bhagvádandi lighthouse.	Gulf of Cambay	Grounding. Stress of weather .	Ditto . .	Partially lost, value Rs. 473.
General; value not stated.	In mid-channel about ¼ of a mile below Messrs. Gladstone, Wyllie's yard, Garden reach.	Hooghly river .	Loss of anchor and chain. Unavoidable.	Ditto . .	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
73	*Sumshare*	20	British Indian padow	9th March	Anjanvel	Bombay
74	*Parklands*	1,134	British screw steamer	Ditto ditto	Maulmain	Port Said
75	*Grampian*	1,492	British ship	10th ditto	Liverpool	Rangoon
76	*Maracas*	1,447	Ditto	Ditto ditto	Rangoon	The Channel
77	*Bhagawanti*	19	British Indian mahangiri	Ditto ditto	Nágothna	Bombay
78	*Thalatta*	1,748	British ship	Ditto ditto	Calcutta	Liverpool
79	*Defiance*	223	British paddle steamer	Ditto ditto	Employed towing the ship *Thalatta*	
80	*Birmania*	1,562	Italian screw steamer	Ditto ditto	Leghorn	Calcutta
81	*Sierra Morena*	1,285	British ship	Ditto ditto	Rangoon	Liverpool
82	*Duncow*	1,635	Ditto	Ditto ditto	Ditto	Ditto
83	*Salamaty*	7	British Indian muchwa	11th ditto	Bánkot	Máhim
84	*Rossignol*	1,509	British ship	Ditto ditto	Calcutta	New York

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Ground nuts and jaggery; value Rs. 2,355.	On a sand bank at the entrance to the Adhay creek, near Bánkot.	Bombay coast .	Stranding. Carelessness of tindal.	None lost .	Partially lost, value Rs. 1,365.
Rice; value not reported.	On the Mopoon sands in the Maulmain or Salween river.	Burma coast .	Stranding. Carelessness of pilot.	Ditto .	None lost.
Coals; value not given.	Off Broking Street wharf, Rangoon river.	Ditto	Collision with ship *Maracas*. Carelessness of pilot of ship *Grampian*.	Ditto .	Ditto.
Rice; value not stated.	Ditto ditto . . .	Ditto	Collision with ship *Grampian*. Carelessness of pilot of ship *Grampian*.	Ditto .	Ditto.
Firewood; value Rs. 130.	On a rock near Peerwadi, Bombay harbour.	Bombay coast .	Grounding. Carelessness of tindal.	Ditto .	Totally lost.
Wheat and jute; value not reported.	Off Fulta point	Hooghly river.	Collision with steam-tug *Defiance*. Unavoidable.	Ditto .	None lost.
None . . .	Ditto	Ditto	Collision with ship *Thalatta*. Unavoidable.	Ditto .	.....
Salt and marble; value not stated.	On the bank at Fulta point about 80 yards above the Fulta tree.	Ditto .	Grounding. Unavoidable.	Ditto .	None lost.
Rice; value not given.	Off the Town Church, Rangoon river .	Burma coast	Collision with ship *Duncow*. Unavoidable.	Ditto	Ditto.
Ditto . .	Ditto ditto . . .	Ditto	Collision with ship *Sierra Morena*. Unavoidable.	Ditto .	Ditto.
Firewood; value Rs. 160.	On shore opposite the Korlai Fort, entrance to Revdanda creek.	Bombay coast .	Grounding. Stress of weather .	Ditto .	Totally lost.
General; value not given.	At the Oil moorings at Matea-bruj .	Hooghly river .	Collision with the Upper Oil mooring buoy. Unavoidable.	Ditto .	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
85	*Liban*	1,704	French screw steamer	13th March	Suez	Colombo
86	*Kepler*	1,205	British screw steamer	16th ditto	Point de Galle	Rangoon
87	*Merton Hall*	2,647	Ditto ditto	17th ditto	East London	Ditto
88	*Juno*	1,285	Norwegian ship	21st ditto	Akyab	The Channel
89	*Sestos*	140	British paddle steamer	23rd ditto	Employed as a tug on	the Hooghly river
90	*Court Hey*	273	Ditto ditto	Ditto ditto	Ditto ditto	ditto
91	*Punaji*	4	British Indian muchwa	24th ditto	Thal (Alibag)	Jaygad
92	*Nestor*	1,346	German ship	26th ditto	Hamburg	Rangoon
93	*Marsett*	9	British Indian mahangiri	27th ditto	Kalyán	Bombay
94	*Delhi*	1,293	British screw steamer	Ditto ditto	Jiddah	Kurrachee
95	*Menzaleh*	1,052	Ditto ditto	30th ditto	Cardiff	Point de Galle
96	*Dalhanna*	972	British barque	1st April	Rio Janeiro	Calcutta

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not stated.	About 5 miles North of the Indore rock in Annesley bay.	Red sea	Damage to engines. Unavoidable.	None lost	None lost.
In ballast	Abreast of Messrs. Strang Steel & Co.'s godown, Rangoon river.	Burma coast	Loss of anchor and chain. Unavoidable.	Ditto	.....
Ditto	On the Puzundoung bar, Rangoon river.	Ditto	Grounding. Unavoidable	Ditto	.....
1,795 tons of rice; value Rs. 86,136	On the bank about 200 yards S.E. of the Upper black buoy in the port of Akyab, Arakan river.	Ditto	Grounding. Carelessness of pilot.	Ditto	None lost.
None	At No. 8 mooring buoy	Hooghly river.	Collision with steam-tug *Court Hey*. Unavoidable.	Ditto	.....
None	Ditto ditto	Ditto	Collision with steam-tug *Sestos*. Unavoidable.	Ditto	.....
Dried fish and betel-nuts; value Rs. 103.	On the rocks at the mouth of the Warsoli creek.	Bombay coast	Stranding. Carelessness of tindal.	Ditto	Totally lost.
1,216 tons of salt; value not reported	On the sands N. ¼ W. distant 5 miles from the Krishna shoal lightship, Gulf of Martaban.	Burma coast	Stranding. Carelessness of master.	Ditto	Partially lost, value Rs. 7,000
Grass; value Rs. 156.	On a rock in the Thána creek, opposite the Fort, Bombay harbour.	Bombay coast	Grounding. Stress of weather	Ditto	Slightly damaged.
In ballast	Off Jebel Zukur	Red sea	Damage to engines. Unavoidable.	Ditto	.....
1,750 tons of coal; value not stated.	On a sand bank, one mile N. W. ½ N. of the Perim island lighthouse, in latitude 12° 41′ 30″ N., longitude 43° 24′ 0″ E.	Ditto	Stranding Carelessness of master.	Ditto	Partialy lost, value £240.
In ballast	On the bank off Hooghly point	Hooghly river	Grounding. Unavoidable	Ditto	.....

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
97	*Fortunato*	979	Italian barque	5th April	Rangoon	The Channel
98	*The Goolwa*	718	British ship	Ditto ditto	Adelaide	Vizagapatam
99	*Fattehsavai*	47	British Indian dingy	Ditto ditto	Surat	Porbandar
100	*Constanze*	978	German ship	Ditto ditto	Hamburg	Rangoon
101	*Constanze*	978	Ditto	9th ditto	Ditto	Ditto
102	*Ruparel*	10	British Indian padow	10th ditto	Navsári	Bombay
103	*Ruparel*	77	British Indian battalla	11th ditto	Calicut	Surat
104	*Amanatar Rahaman*	119	British Indian brig	Ditto ditto	Chittagong	Colombo and Pámban
105	*Carlo*	815	British screw steamer	13th ditto	Bombay	Marseilles
106	*Austin Friars*	838	Ditto ditto	Ditto ditto	Malta	Chittagong
107	*Prinz Van Orange*	2,144	Dutch screw steamer	14th ditto	Batavia	Amsterdam
108	*Macheri*	...	British Indian muchwa	16th ditto	Bilimora	Dholera

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
1,473 tons of rice; value not given.	On the bar between the Outer black and Fairway buoys, entrance to Rangoon river, Gulf of Martaban.	Burma coast	Grounding. Unavoidable.	None lost	None lost.
In ballast	In the Outer roadstead of Vizagapatam in 10 fathoms of water, the flagstaff bearing N.W. by W.½W.	Madras coast	Loss of anchor and chain. Unavoidable.	Ditto	.....
Seeds, dhál, &c.; value Rs. 1,695.	In the Tapti river, about a mile South of Surat.	Gulf of Cambay	Swamped. Tides	Ditto	Totally lost.
1,100 tons general; value not given.	On the bank at Elephant point, and again just below the Devil's hole, Rangoon river.	Burma coast	Grounding. Unavoidable.	Ditto	None lost.
1,100 tons general; value not stated.	On the bank between Crossing creek and Devil's hole, Rangoon river.	Ditto	Ditto ditto	Ditto	Ditto.
Babulwood; value Rs. 80.	At Bodali	Gulf of Cambay	Sprung a leak. Heavy weather	Ditto	Partially lost value Rs. 30.
Teakwood logs and bamboo blinds; value Rs. 2,320.	On a rock at the entrance to the Gandevi creek, and again on a sand bank off Bhágal.	Ditto	Stranding. Heavy weather	Ditto	Slightly damaged.
Rice and paddy; value Rs. 5,000.	On Moosel shoal; Pulli beacon bearing N.E. by E., and Moosel island West.	Gulf of Manár	Stranding. Carelessness of tindal.	Ditto	None lost.
General; value not reported.	Near the Outer lightship, Bombay harbour.	Bombay coast	Damage to engines. Not reported.	Ditto	Ditto.
In ballast	On a rock inside Red Crab reef in latitude 21° 29′ N., longitude 91° 51′ E.	Chittagong coast	Grounding. Currents	Ditto	.....
General; value not given.	In the Gulf of Aden (exact spot not given.)	Gulf of Aden	Damage to engines. Not reported.	Ditto	None lost.
Jowari and mats; value Rs. 353.	7 miles to the West of Bhagvá	Gulf of Cambay	Sprung a leak. Heavy weather	Ditto	Partially lost; value Rs. 92.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
109	*Night Hawk*	651	British Indian barque	17th April	Bombay	Calcutta
110	*Castello*	1,483	British screw steamer	18th ditto	Point de Galle	Marseilles
111	*Clifton*	2,665	Ditto ditto	20th ditto	Bombay	Havre
112	*Rajpootana*	1,312	Ditto ditto	Ditto ditto	Calcutta	Rangoon, Maulmain and Singapore
113	*Tancarville*	1,463	French screw steamer	Ditto ditto	Chittagong	Rangoon
114	*Vetal*	4	British Indian craft	Ditto ditto	Belápur	Trombay
115	*Trikam Passa*	6	Native craft	24th ditto	Bedi	Bombay
116	*The Goolwa*	718	British barque	1st May	Gopalpur	The United Kingdom *vid* Madras.
117	*Vimeira*	924	British ship	Ditto ditto	Vizagapatam	The United Kingdom *vid* Cocanada.
118	*Governor*	1,717	British screw steamer	4th ditto	Calcutta	London
119	*British Ambassador*	1,794	British ship	5th ditto	Ditto	Ditto
120	*Fanasha*	18	British Indian muchwa	Ditto ditto	Bombay	Jaytápur

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Salt; value not stated.	On the Fulta flat	Hooghly river .	Grounding. Unavoidable .	None lost .	None lost.
2,600 tons seeds; value not reported.	In latitude 9° 13′ N., longitude 65° 21′ E.	Arabian sea .	Damage to engines. Not reported.	Ditto .	Ditto.
Wheat, linseed and rapeseed; value not given.	In the N. W. wharf of the Prince's Dock, Bombay harbour.	Bombay coast .	Fire. Carelessness of carpenter.	Ditto .	Partially lost, value Rs. 4,000.
General; value not stated.	Off the Main wharf in the Maulmain in Salween river.	Burma coast .	Loss of masts, &c. Unavoidable.	Ditto .	None lost.
1,300 tons of rice; value not reported.	Above the Hasting's shoals, Rangoon river.	Ditto .	Loss of anchor and chain. Unavoidable.	Ditto .	Ditto.
Salt; value Rs. 340.	Near the fishing stakes at Divale in the Thána creek.	Bombay coast	Swamped. Tides . . .	Ditto .	Totally lost.
Cotton, jowari and ghee; value Rs. 3,850.	On a rock to the westward of Roji .	Káthiáwár coast	Grounding. Carelessness of tindal.	Ditto .	Partially lost, value Rs. 1,428.
Jaggery; value Rs. 1,05,680.	In Vizagapatam roadstead in 7 fathoms of water, the flagstaff bearing N. W. by W.	Madras coast .	Loss of anchor and chain. Unavoidable.	Ditto .	None lost.
Red wood; value Rs. 17,500.	In the Vizagapatam roadstead, the flagstaff bearing W. S. W. and Dolphin's Nose S. W. ½ W.	Ditto .	Ditto ditto . .	Ditto .	Ditto.
General; value not stated.	On the edge of the Bishop's College sand, within the limits of the port of Calcutta.	Hooghly river .	Grounding. Unavoidable .	Ditto .	Ditto.
Ditto . .	On the edge of the Bishop's College sand.	Ditto .	Ditto ditto . .	Ditto .	Ditto.
Salt; value Rs. 1,182.	On the rocks in the Shewa creek, Bombay harbour.	Bombay coast .	Grounding. Carelessness of tindal.	Ditto .	Partially lost, value Rs. 65.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
121	*Sonapati*	15	British Indian craft	5th May	Thána	Bombay
122	*Yeswanti*	19	Ditto ditto	Ditto ditto	Ditto	Ditto
123	*County of Forfar*	997	British ship	6th ditto	Bahia Blanca	Calcutta
124	*Stavanger*	939	Swedish barque	Ditto ditto	Akyab	The Channel
125	*Hudson*	1,105	British screw steamer	Ditto ditto	Calcutta	Port Said
126	*Berkshire*	1,473	British ship	7th ditto	Akyab	The Channel
127	*Justitia*	1,986	British screw steamer	9th ditto	Calcutta	London
128	*Maharani*	1,047	Ditto ditto	10th ditto	Ditto	Bombay
129	*Foam*	282	British brig	Ditto ditto	Employed as a Lightship at the Sandheads to mark the extension of the Long Sand.	
130	*John R. Worcester*	844	British ship	Ditto ditto	Colombo and Alipee	New York
131	*Kerbela*	1,501	British screw steamer	Ditto ditto	Calcutta	Bombay
132	*Fatteh Mubarak*	14	British Indian boat	Ditto ditto	Surat	Gogha

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Straw; value Rs. 140.	On the rocks opposite Koper-khairne in the Thána creek, Bombay harbour.	Bombay coast	Grounding. Carelessness of tindal.	None lost	Totally lost.
Straw; value Rs. 160.	Ditto ditto	Ditto	Ditto ditto	Ditto	Ditto.
580 tons sand ballast.	On the Northern bank at Garden reach, just inside the Boundary pillar.	Hooghly river	Grounding. Carelessness of assistant harbour master.	Ditto	.....
1,400 tons of rice; value Rs. 86,227.	On the bank to the Southward of Flat island; the Lower black buoy bearing N. by W., distant half a mile; Arakan river, Akyab port.	Burma coast	Grounding. Unavoidable.	Ditto	None lost.
Grain; value not given.	Off point Jelly	Hooghly river	Collision with boat (name unknown). Carelessness of crew of boat.	Ditto	Ditto.
1,950 tons of rice; value Rs. 1,04,000.	On the bank about a quarter of a mile to the Southward of Flat island; the Lower black buoy bearing N. ¾ E., and Savage island lighthouse S. ¾ W.; Arakan river, Akyab port.	Burma coast	Grounding. Carelessness of pilot.	Ditto	Ditto
General; value not reported.	On the bank about 40 feet outside No. 15 Swinging buoy.	Hooghly river	Grounding. Unavoidable.	Ditto	Ditto.
Ditto	In latitude 21° 36′ 34″ N., longitude 87° 59′ 20″ E., in 4½ fathoms of water.	Sandheads	Collision with the lightship *Foam*. Unavoidable.	Ditto	Ditto.
None	Ditto ditto	Ditto	Collision with the S.S. *Maharani*. Unavoidable.	Ditto	.....
850 tons of plumbago; value not given.	On the mud bank off the pier in the port of Alipee, about 100 yards from shore, the lighthouse bearing N.E. by E. ¾ E.	Malabár coast	Stranding. Heavy weather	Ditto	None lost.
General; value not stated.	On a rock about a cable's length from the buoy off York shoal in the Inner harbour of Trincomali.	Ceylon coast	Stranding. Incorrect charts	Ditto	Partially lost, value Rs. 50,000.
Castor oil cakes, dal, &c.; value Rs. 440.	On a sand bank, about half a mile to the East of the Tapti lighthouse.	Gulf of Cambay	Gounding. Carelessness of crew.	Ditto	Rs. 59 worth was lost, and Rs. 25 damaged.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
133	*Lakshmy Prasad*	19	British Indian mahangiri	10th May	Kálai (Konkan)	Kumta
134	*Dhanpal*	18	British Indian muchwa	12th ditto	Alibag	Vengurla
135	*Loch Ryan*	1,207	British ship	13th ditto	Melbourne	Calcutta
136	*Planet*	250	British brig	Ditto ditto	Employed as a lightship heads.	at the Pilots' Ridge, Sand-
137	*Kalmia*	1,799	British ship	Ditto ditto	Liverpool	Calcutta
138	*Ramparsad*	14	British Indian padow	14th ditto	Bulsár	Broach
139	*Nagotna*	164	British Indian paddle steamer.	Ditto ditto	Goa	Bombay
140	*Arrow*	192	British Indian screw steamer.	Ditto ditto	Anjanvel	Goa
141	*Auguste*	1,396	German barque	15th ditto	Bassein Burma	The Channel
142	*Govino*	1,454	British screw steamer	Ditto ditto	Newcastle (Tyne)	Bombay
143	*Rosa Bonheur*	1,391	British ship	16th ditto	Montevideo	Calcutta
144	*Loch Moidart*	2,000	Ditto	17th ditto	Melbourne	Ditto

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
None . . .	On shore about half a mile from the port of Munjeshwar.	Malabár coast .	Stranding. Gale . . .	None lost .	.....
Salt; value Rs. 1,800	On a rock in the Soukhar creek, Bombay harbour.	Bombay coast.	Grounding. Carelessness of tindal.	Ditto . .	Partially lost, value Rs. 1,422.
In ballast . .	On Pilots Ridge, in 21 fathoms of water; in latitude 20° 46′ 30″ N., longitude 87° 39′ 45″ E.	Sandheads	Collision with the lightship *Planet*. Carelessness of master of ship *Loch Ryan*.	Ditto . .	.....
None . . .	Ditto ditto . .	Ditto .	Collision with ship *Loch Ryan*. Carelessness of master of ship *Loch Ryan*.	Ditto . .	.....
Salt; value not reported.	To the Westward of No. 1 Track, Eastern Gut, James and Mary's.	Hooghly river .	Grounding. Unavoidable .	Ditto . .	Partially lost, value £2,000.
Paddy and rice; value Rs. 757.	About 5 miles to the West of Bhagvá .	Gulf of Cambay	Sprung a leak. Heavy weather.	Ditto . .	Rs. 254 worth was lost.
415 passengers, but no cargo.	At the entrance to the Váshishti river, abreast the village of Anjanvel.	Bombay coast	Collision with steamer *Arrow*. Carelessness of masters of both vessels.	Ditto . .	.....
228 passengers, but no cargo.	Ditto ditto . .	Ditto	Collision with steamer *Nagotna*. Carelessness of masters of both vessels.	Ditto . .	.....
2,031 tons of rice; value Rs. 1,62,480	On the bar at the entrance to Bassein river.	Burma coast .	Grounding. Unavoidable .	Ditto . .	None lost.
Coals; value not stated.	Off Rás Makawwa to the S. E. of Mokha.	Red sea . .	Grounding. Haze . . .	Ditto . .	Ditto.
In ballast . .	At Diamond harbour, in 8¼ fathoms of water.	Hooghly river.	Loss of anchor and chain. Unavoidable.	Ditto . .	.....
1,164 tons of blue-stone ballast.	On the bank just below Pir Serang .	Ditto . .	Grounding. Carelessness of pilot.	Ditto . .	.....

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
145	*Mallowdale*	1,290	British ship	18th May	Singapore	Calcutta
146	*Mahratta*	505	British screw steamer	Ditto ditto	Calcutta	Chittagong
147	*Helsingor*	597	Danish barque	20th ditto	Vizagapatam	Madras and London
148	*Vimeira*	924	British ship	Ditto ditto	Ditto	The United Kingdom
149	*Sakari Salamati*	8	British Indian craft	21st ditto	Trombay	Thána
150	*George Gordon*	1,320	British ship	Ditto ditto	Melbourne	Calcutta
151	*Linda G.*	710	Italian barque	23rd ditto	Akyab	The Channel
152	*California*	2,214	British screw steamer	Ditto ditto	Liverpool	Bombay
153	*City of Oxford*	2,573	Ditto ditto	Ditto ditto	Calcutta	London
154	*Curlew*	154	British paddle steamer	26th ditto	Chandbáli	Calcutta
155	*Allumbagh*	1,137	British ship	Ditto ditto	Calcutta	Antwerp
156	*Barnsley*	1,310	British screw steamer	27th ditto	Bassein (Burma)	Port Said

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Stone ballast .	Abreast of Roychak tree, midway between Diamond harbour and Hooghly point.	Hooghly river .	Loss of anchor. Unavoidable .	None lost .	.....
General; value not given.	On the sand in the Dredge channel between the Centre Eastern and the Lower Eastern Dredge buoys.	Ditto .	Grounding. Carelessness of pilot.	Ditto . .	None lost.
400 tons of jaggery; value Rs. 35,000.	In the Vizagapatam roadstead in 8 fathoms of water, flagstaff bearing N. W. by W. ½ W.	Madras coast	Collision with ship *Vimeira*. Carelessness of master of ship *Vimeira*.	Ditto . .	Ditto.
Redwood; value not reported.	Ditto ditto .	Ditto	Collision with barque *Helsingor*. Carelessness of master of ship *Nimeira*.	Ditto . .	Ditto.
Salt; value Rs. 650	On a rock in the Trombay creek near the Khooa-bagurli Salt works, Bombay harbour.	Bombay coast .	Grounding. Carelessness of tindal.	Ditto .	
In ballast . .	On the flat abreast of No. 3 Crossing mark at Royapur.	Hooghly river .	Grounding. Unavoidable .	Ditto	
1000 tons of rice; value not given.	About 40 miles to the Westward of the Preparis islands, in latitude 15° 02′ N., longitude 93° 0′ E.	Bay of Bengal .	Sprung a leak. Gale. .		
2,200 tons general; value not stated.	Entrance to Prince's Dock, Bombay harbour.	Bombay coast .	Collision with Princ... Carelessness of mas... er *California*.		
...neral; value not ...ported.	On the Bishop's College sand abreast of the Centre College sand buoy, Garden reach.	Hooghly river .	Grounding. U...		
Rice, jute, and tobacco; value not given.	On the bank off Nurpur point. . . .	Ditto .	Ditto		
Wheat; value not stated.	In the Gasper channel, about 1½ miles below the Upper Gaspar lightship.	D...	D...		
Rice; value Rs. 1,99,163.	In Point de Galle harbour . . .	Ceylon coas...			

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
157	*Anna Braunschweig* .	246	British barque . .	29th May .	Algoa Bay . . .	Calcutta . . .
158	*Swordsman* . . .	720	African screw steamer .	30th ditto .	Calcutta . . .	Zanzibar . . .
159	*Prinz Alexander* . .	1,970	German screw steamer .	31st ditto .	Ditto	London . . . .
	Sonapatti . . .	16	British Indian mahangiri .	Ditto ditto .	Thána	Bombay . . .
	. . .	11	Portuguese Native padow	Ditto ditto .	Bulsár	Ditto . . . .
	. .	17	British Indian padow .	1st June .	Surat	Gogha . . . .
		12	Ditto ditto . .	Ditto ditto .	Bilimora . . .	Agáshi . . . .
			British screw steamer .	3rd ditto .	Cardiff . . .	Bombay . . .
			ditto . .	Ditto ditto .	Bombay . . .	Dunkirk . .
			ditto . .	4th ditto .	Port Said . . .	Calcutta . . .
				ditto .	Akyab	The Channel . .
				6th ditto .	Employed as a tug	in Bombay harbour

DURING THE YEAR 1883—*continued*.

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
In sand ballast	On the spur of mud off the Hog river point.	Hooghly river	Grounding. Carelessness of pilot.	None lost	.....
Rice; value not reported.	On a coral reef, off the Suadiva Atoll in latitude 0° 54′ N., longitude 73° 24′ E.	Maldivhs	Stranding. Carelessness of master.	Ditto	Partially lost, value not reported.
3,280 tons general; value not stated.	In Aden harbour	South coast of Arabia.	Damage to engines. Not reported.	Ditto	None lost.
Grass; value Rs. 136.	Off the Bhándúp bandar, Bombay harbour.	Bombay coast	Foundering. Heavy weather	Ditto	Totally l
32,000 tiles; value Rs. 148.	20 miles to the West of Dahanu	Ditto	Sprung a leak. Gale	Ditto	
Castor oil cakes and furniture; value Rs. 542.	About 10 miles to the westward of the Tapti lighthouse.	Gulf of Cambay	Sprung a leak. Heavy weather	Ditto	
Oil cakes; value Rs. 240.	On the Umarsari bar	Bombay coast	Loss of masts, &c. Stress weather.		
Railway material; value not reported.	Off the Prince's Dock entrance and about ½ of a mile Eastward of the North Channel beacon, Bombay harbour.	Ditto	Collision with S.S. *Ch* Carelessness of *Chillingham*.		
Wheat and seeds; value not stated.	Ditto ditto	Ditto	Collision with Carelessness *Chillingham*		
In ballast	Just below Hospital point	Hooghly river	Loss of anch avoidable.		
3,000 tons of rice; value Rs. 1,84,151.	On the bank about two cables length S. by E. of the Lower black buoy, Arakan river, Akyab port.	Burma coast	Gro		
None	Southward of Cross island and abreast of the Boree bandar, Bombay harbour.	Bombay coast			

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
169	*Khujoor Khadee*	14	British Indian mahangiri	6th June	Returning from the ship	*Marika* to Boree bandar
170	*Clan Drummond* (*See Wrecks No. 30.*)	1,904	British screw steamer	8th ditto	London	Calcutta
171	*Khyber*	1,967	British ship	9th ditto	Liverpool	Ditto
	Amanatar Rahaman	119	British Indian brig	Ditto ditto	Pámban	Chittagong
	Castle	1,171	British ship	10th ditto	London	Calcutta
		1,302	British screw steamer	12th ditto	Liverpool	Bombay
		32	British Indian barge	16th ditto	Calcutta	Ulubaria
			British Indian steamer	Ditto ditto	Ulubaria	Calcutta
			h screw steamer	17th ditto	Penarth	Aden
			barque	20th ditto	Laichanpur and Balasore	Chittagong
				Ditto ditto	Newcastle (Australia)	Rangoon
				Ditto ditto	Liverpool	Ditto

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
with 72 labourers on board.	Abreast of the Boree bandar, Bombay harbour.	Bombay coast .	Collision with steam barge *Shamrock*. Carelessness of serang of the steam barge.	Five lost .	.....
General; value not given.	Above the red Nun buoy to the North of Nurpur point.	Hooghly river .	Collision with the French steamer *Cochin*. Carelessness of pilot of S.S. *Clan Drummond*.	None lost .	None lost.
Ditto . .	Abreast of Luff point	Ditto . .	Loss of anchor and chain. Unavoidable.	Ditto . .	Ditto.
In sand ballast .	In latitude 19° 35′ N., longitude 89° 41′ E.	Bay of Bengal.	Sprung a leak. Heavy weather.	Ditto . .	.....
General; value not stated.	In the Mud point channel in 6 fathoms of water, the Kedgeree trees bearing W. by S.	Hooghly river .	Loss of anchor and cable. Unavoidable.	Ditto . .	None lost.
Coals; value not reported.	800 miles W. by S. of Bombay . .	Arabian sea .	Damage to engines. Unknown.	Ditto . .	Ditto.
150 passengers, but no cargo.	Near the Bhadurtola chur off Rajganj	Hooghly river.	Collision with steamer *Gungasagor*. Carelessness of serangs of the two steamers.	One lost .	.....
300 passengers, but no cargo.	Ditto ditto . . .	Ditto .	Collision with barge *Shiva*. Carelessness of serangs of the two steamers.	None lost .	.....
2,500 tons of coals; value not given.	In the Inner harbour of Aden . .	South coast of Arabia.	Fire. Carelessness of crew .	Ditto . .	None lost.
Rice and paddy; value Rs. 17,305.	On the bank nearly abreast of the Juldia flagstaff, Kornafuli river.	Chittagong coast.	Grounding. Carelessness of pilot.	Ditto . .	Ditto
Coals; value not stated.	Off the Brooking Street wharf, Rangoon river.	Burma coast	Collision with barque *Cacin*. Carelessness of the assistant harbour master of the barque *Tamerlane*.	Ditto . .	Ditto.
In ballast . .	Ditto ditto . . .	Ditto .	Collision with barque *Tamerlane*. Carelessness of the assistant harbour master of the barque *Tamerlane*.	Ditto . .	.....

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
181	*Crystal*	1,704	British screw steamer	20th June	Calcutta	Hong Kong
182	*Condor*	425	French barque	21st ditto	Pondicherry	Calcutta
183	*Cubana*	499	British barque	Ditto ditto	Laichanpur and Balasore	Chittagong
184	*Mabel*	1,260	British ship	22nd ditto	London	Calcutta
185	*Alsatia*	1,843	British screw steamer	23rd ditto	Calcutta	Leghorn, Naples, &c.
186	*Loch Ryan*	1,207	British ship	Ditto ditto	Ditto	London
187	*Athens*	1,493	British screw steamer	Ditto ditto	Cardiff	Aden
188	*Clan Mackenzie*	1,930	Ditto ditto	25th ditto	Liverpool	Calcutta
189	*Renfrew*	1,388	Ditto ditto	26th ditto	Cardiff	Kurrachee
190	*Rosa Bonheur*	1,391	British barque	28th ditto	Calcutta	Falmouth
191	*Commilla*	549	British screw steamer	29th ditto	Chittagong	Calcutta
192	*Java*	943	Ditto ditto	Ditto ditto	Bombay	Zanzibar

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not given.	On the edge of the sand off Devil's point	Hooghly river	Grounding. Unavoidable	None lost	None lost.
In ballast	Between Luff and Buffalo points	Ditto	Loss of anchor and chain. Unavoidable.	Ditto	.....
Rice and paddy; value Rs. 17,305.	On the bank a little above the Juldia flagstaff, and again near the Juldia Lower red buoy.	Ditto	Grounding. Carelessness of pilot.	Ditto	None lost.
General; value not reported.	On the edge of the Muckraputti Lumps.	Ditto	Grounding. Carelessness of the second officer of the ship *Mabel.*	Ditto	Ditto.
General; value £60,000.	Off the French Mail steamer's depôt, Garden reach, and abreast of the King of Oudh's palace.	Ditto	Collision with ship *Loch Ryan.* Carelessness of pilot of S. S. *Alsatia.*	Ditto	Ditto.
Wheat, linseed and rapeseed; value not given.	Ditto ditto	Ditto	Collision with steamer *Alsatia.* Carelessness of pilot of steamer.	Ditto	Ditto.
2,346 tons of coal; value not reported.	In the Outer harbour of Aden	South coast of Arabia.	Damage to engines. Not reported.	Ditto	Ditto.
General; value not stated.	N.-E. of Sokotra island, in latitude 13° N., longitude 56° E.	Arabian sea	Damage to hull. Heavy weather.	Ditto	Not reported.
2,258 tons patent fuel; value not given.	On Deepwater point, Kurrachee harbour.	Sind coast	Grounding. Carelessness of pilot.	Ditto	None lost.
Grain; value not reported.	In latitude 20° N., longitude 89° E.	Bay of Bengal	Sprung a leak. Gale	Ditto	Partially lost, value Rs. 12,000.
General; value not stated.	In the Bay of Bengal (exact position not known.)	Ditto	Loss of boats, sails, &c. Gale	Ditto	None lost.
Ditto	In the Inner harbour of Aden	South coast of Arabia.	Fire. Carelessness of crew	Ditto	Partially lost, value Rs. 180.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
193	*Carlos*	763	German screw steamer	29th June	Bimlipatam and Point de Galle.	London
194	*Cornwvia*	799	British barque	Ditto ditto	Madras and Gopalpur	Ditto
195	*Argosy*	1,061	Ditto	Ditto ditto	Colombo and Gopalpur	Ditto
196	*Armathwaite*	958	British screw steamer	1st to 8th July	Bombay	Port Said
197	*Brema*	1,205	German screw steamer	2nd ditto	Calcutta	Ditto
198	*Oberon*	379	German barque	3rd ditto	Ditto	Cape Town
199	*Rajah*	1,258	German ship	Ditto ditto	Ditto	Dundee
200	*Maharaja*	1,046	British screw steamer	Ditto ditto	Ditto	Colombo
201	*Oriental*	938	Ditto ditto	4th ditto	Basra	Bombay
202	*Duke of Buccleuch*	2,023	Ditto ditto	5th ditto	Calcutta	London
203	*Udston*	1,695	British ship	Ditto ditto	London	Calcutta
204	*William Symington*	1,322	British screw steamer	6th ditto	Bombay	Hull

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
1,042 tons general; value not stated.	In latitude 12° 50′ N., longitude 46° 03′ E.	Gulf of Aden	Slight casualty. Insufficient coals on board.	None lost	Partially lost, value not re-reported.
Rice; value not reported.	In the Gopalpur roadstead in 7¾ fathoms.	Madras coast.	Collision with barque *Argosy*. Unavoidable.	Ditto	None lost.
Ditto	Ditto ditto	Ditto	Collision with barque *Cornwia*. Unavoidable.	Ditto	Ditto.
1,883 tons of wheat; value not stated.	In the Arabian sea (exact position not given.)	Arabian sea	Damage to engines. Unavoidable.	Ditto	Ditto.
2,100 tons of wheat; value not reported.	In latitude 5° N., longitude 65° E.	Ditto	Fire. Insufficient coals on board.	Ditto	Partially lost, value Rs. 15,000.
470 tons of rice and gunnies; value not stated.	N. W. of the Preparis islands, in latitude 15° 22′ N., longitude 91° 52′ E.	Bay of Bengal	Loss of masts, sails, &c. Gale.	Ditto	None lost.
Jute; value not given.	In the Haldia anchorage in 24 feet of water, the Tripod bearing N. by W. and Haldia point S. W.	Hooghly river	Loss of anchor and chain. Unavoidable.	Ditto	Ditto.
Rice; value not reported.	Three times on the spit off Fulta sand, below the Nun buoy.	Ditto	Grounding. Unavoidable	Ditto	Ditto.
General, value not stated.	About 200 miles Westward of Kurrachee harbour, in latitude 24°14′N., longitude 63° 30′ E.	Beluchistan coast.	Loss of boats, sails, &c. Cyclone.	Ditto	Partially lost. value Rs. 1,000.
Ditto	On the bank off Camberbatches point	Hooghly river	Grounding. Unavoidable	Ditto	None lost.
Ditto	On the bank between the wreck of S. S. *Cochin* and the Lower Nurpur point.	Ditto	Ditto ditto	Ditto	Ditto.
2,402 tons of wheat and seeds; not reported.	In latitude 19° 0′ N., longitude 58° 10′ E.	Arabian sea	Damage to engines. Stress of weather.	Ditto	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
205	*Challenge*	468	British paddle steamer	7th July	Proceeding up the river	in tow of ship *Grassendale*
206	*Grassendale*	1,800	British ship	Ditto ditto	Liverpool	Calcutta
207	*British Princess*	1,480	Ditto	Ditto ditto	Cardiff	Ditto
208	*Nubia*	2,319	British screw steamer	9th ditto	Calcutta	London
209	*Glengarry*	1,769	British ship	10th ditto	Liverpool	Calcutta
210	*India*	2,634	British screw steamer	12th ditto	Calcutta	London
211	*Religione et Liberta*	869	Italian barque	Ditto ditto	Vizagapatam and Madras	Ditto
212	*Duchess of Argyle*	1,669	British ship	16th ditto	Calcutta	Ditto
213	*Ise Marie*	748	Japanese screw steamer	17th ditto	Cardiff	Yokohama
214	*Salasie*	633	French barque	19th ditto	Calcutta	Bourbon
215	*Ville de Marseille*	533	Ditto	Ditto ditto	Bourbon	Calcutta
216	*Frederic Susanné*	332	Ditto	25th ditto	Calcutta	Réunion

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
None	On the bank abreast of the Teetulbaria creek.	Hooghly river	Grounding. Unavoidable	None lost	.....
Salt; value not given.	On the bank at the mouth of the Teetulbaria creek.	Ditto	Ditto ditto	Ditto	None lost.
Coals; value not reported.	300 feet to the Southward of the Muckraputti buoy in No. 1 Track, Eastern Gut, James and Mary's.	Ditto	Loss of anchor and chain. Unavoidable.	Ditto	Ditto.
General; value not stated.	On the outer or eastern edge of the Lower part of Bishop's College sand.	Ditto	Grounding. Unavoidable	Ditto	Ditto.
Salt; value not given.	Saugor lighthouse bearing N. E., Long-sand lightship S. by W. ¼ W., and Upper Middleton buoy E. by S.	Ditto	Loss of anchor and chain. Unavoidable.	Ditto	Ditto.
General; value not stated.	On the flat above the Diamond harbour Custom-house.	Ditto	Grounding. Unavoidable	Ditto	Ditto.
Jaggery; value not reported.	In the Vizagapatam roadstead in 6½ fathoms of water, the flagstaff bearing S. E. by E.	Madras coast	Damage to hull. Heavy weather	One lost	Ditto.
General; value not given.	On the flat below Fisherman's point	Hooghly river	Grounding. Unavoidable	None lost	Ditto.
800 tons of coal; value not stated.	About 40 miles to the S. E. of Cape Guardafui in latitude 11° 33′ N., longitude 51° 50′ E.	North-East coast of Africa.	Loss of masts, &c. Heavy weather.	Ditto	Damage, if any, not reported.
Rice; value not reported.	At Nynan in 6 fathoms of water; Fulta point bearing N. 27° E., Anchoring creek Obelisk S. 17° E., and wreck of S. S. *Cochin* S. by W.	Hooghly river	Loss of anchor and chain. Unavoidable.	Ditto	None lost.
In stone ballast	On the bank at the entrance to Chapar khal, about 300 feet to the Southward of No. 1 Mark for crossing Moyapur tracks.	Ditto	Grounding. Carelessness of pilot.	Ditto	.....
Rice and saltpetre; value not stated.	At Garden reach	Ditto	Collision with ship *Gilroy*. Carelessness of assistant harbour master in having moored the barque *Frederic Suzanne* in an improper position.	Ditto	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
217	*Gilroy*	1,678	British ship	25th July	Calcutta	Dundee
218	*Arabella*	728	British barque	27th ditto	Tuticorin	The Channel
219	*Golconda*	1,357	British screw steamer	Ditto ditto	London	Colombo
220	*Hesperia*	1,981	Ditto ditto	Ditto ditto	Bombay	Liverpool
221	*Frederic Suzanne*	332	French barque	Ditto ditto	Calcutta	Réunion
222	*Paramatta*	2,684	British screw steamer	Ditto ditto	Ditto	London
223	*Prince Umberto*	1,400	British barque	Ditto ditto	Ditto	Rotterdam
224	*Boskenna Bay*	1,500	British screw steamer	28th ditto	Bombay	Hull
225	*Anneke*	262	British brigantine	29th ditto	Port Natal	Calcutta
226	*Tebe*	1,167	Austrian screw steamer	30th ditto	Pulo Penang	Jiddah
227	*Anneke*	262	British brigantine	Ditto ditto	Port Natal	Calcutta
228	*Lioness*	512	British barque	1st August	Tuticorin	London

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Jute, linseed, and sundries; value not reported.	At Garden reach	Hooghly river	Collision with barque *Frederic Susanne*. Carelessness of assistant harbour master in having moored the barque *Frederic Susanne* in an improper position.	None lost	None lost.
Jaggery; value not given.	83 miles W ¼ N. from the port of Colombo.	Ceylon coast	Collision with S. S. *Golconda*. Unavoidable.	Ditto	Ditto.
General; value not stated.	Ditto ditto	Ditto	Collision with barque *Arabella*. Unavoidable.	Ditto	Ditto.
Ditto	About 90 miles westward of Bombay	Arabian sea	Damage to engines. Carelessness of engineer.	Ditto	Ditto.
Rice and saltpetre; value not reported.	At Garden reach	Hooghly river.	Collision with S. S. *Paramatta*. Carelessness of assistant harbour master in having moored the barque *Frederic Susanne* in an improper position.	Ditto	Ditto.
General; value not reported.	Ditto	Ditto	Collision with barques *Frederic Susanne* and *Prince Umberto*. Carelessness of assistant harbour master in having moored the barque *Frederic Susanne* in an improper position.	Ditto	Ditto.
Wheat; value not given.	Ditto	Ditto	Collision with S. S. *Paramatta*. Carelessness of assistant harbour master in having moored the barque *Frederic Susanne* in an improper position.	Ditto	Ditto.
General; value not stated.	Off Makalleh, in latitude 13° 49′ N., longitude 49° 26′ E.	South coast of Arabia.	Damage to engines. Unavoidable.	Ditto	Ditto.
In sand ballast	On the Diamond sands, Diamond harbour; Fort bearing E. ½ N., and Diamond harbour trees N. N. E.	Hooghly river.	Grounding. Carelessness of pilot.	Ditto	.....
677 passengers (pilgrims) and a general cargo; value not given.	On the Equator, longitude 90° 10′ E.	Indian ocean	Damage to engines. Heavy weather.	Ditto	None lost
In sand ballast	At Diamond harbour in 12 fathoms of water; Hospital point mark, bearing W. by N. ¾ N., and the Old Custom-house E. by N. ½ N.	Hooghly river	Loss of anchor and chain. Unavoidable.	Ditto	.....
Jaggery; value not reported.	In the Gulf of Manár (exact position not known).	Gulf of Manár	Sprung a leak. Overladen	Ditto	Damage, if any not reported.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
229	*Chetah*	759	British Indian ship	2nd August	Maskat	Calcutta
230	*Intimes*	462	French barque	Ditto ditto	Calcutta	Réunion
231	*Cambodia*	1,968	British screw steamer	Ditto ditto	Hamburg	Shanghai
232	*Annandale*	1,040	Ditto ditto	9th ditto	Cardiff	Calcutta
233	*Satara*	821	Ditto ditto	Ditto ditto	Madras and Calingapatam.	Rangoon
234	*Osprey*	269	British barque	11th ditto	Calcutta	Chittagong
235	*Bertha*	1,421	British screw steamer	13th ditto	Bombay	Kurrachee
236	*Thorndale*	1,970	Ditto ditto	Ditto ditto	Ditto	Antwerp
237	*Religione et Liberta*	869	Italian barque	14th ditto	Vizagapatam and Madras	London
238	*Tebe*	1,167	Austrian screw steamer	Ditto ditto	Pulo Penang	Jiddah
239	*Ashburne*	1,631	British screw steamer	17th ditto	Calcutta	Port Said
240	*Bombay*	2,044	Ditto ditto	Ditto ditto	Ditto	London

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Salt and dates; value not stated.	In latitude 17° N., longitude 68° E.	Arabian sea	Damage to pumps. Not reported.	None lost	None lost.
Rice; value not given.	In Saugor roads; the Saugor light-house bearing E. by S., and the Lower Saugor Flat buoy N. by W., distant about quarter of a mile.	Hooghly river	Loss of anchor and chain. Unavoidable.	Ditto	Ditto.
General; value not reported.	290 miles to the Westward of Cape Guardafui, in latitude 12° 09′ N., longitude 46° 16′ E.	Gulf of Aden	Fire. Spontaneous combustion.	Ditto	Ditto.
Salt; value not given.	Off Mokha, in latitude 13° 40′ N., longitude 42° 55′ E.	Red sea	Damage to engines. Not reported.	Ditto	Ditto.
483 passengers and a general cargo, value not stated.	In the Da'Silva bight, Rangoon river.	Burma coast	Collision with a cargo boat (name unknown). Eddy tide.	Ditto	Ditto.
Coals; value not reported.	At Garden reach near the wreck of the steam-tug *Oudh*.	Hooghly river	Loss of anchor and chain. Unavoidable.	Ditto	Ditto.
In ballast	On the Middle Ground bank, Kurrachee harbour.	Sind coast	Grounding. Unavoidable	Ditto	.....
General; value not stated.	In latitude 17°19′ N., longitude 66° 04′ E.	Arabian sea	Damage to engines. Not reported.	Ditto	None lost.
Jaggery; value not reported.	In the Vizagapatam roadstead in 6¼ fathoms of water, the flagstaff bearing S. E. by E.	Madras coast	Loss of anchor and chain. Unavoidable.	Ditto	Ditto.
677 passengers and a general cargo, value not given.	In latitude 12°0′ N., longitude 48° 20′ E.	Gulf of Aden	Damage to engines. Heavy weather.	Ditto	Ditto.
Wheat; value not reported.	At No. 8 Calcutta moorings, second berth.	Hooghly river	Collision with S. S. *Bombay*. Eddy tide.	Ditto	Ditto.
General; value not stated.	Ditto ditto	Ditto	Collision with S. S. *Ashburne*. Eddy tide.	Ditto	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
241	*Amedeo*	1,200	Italian screw steamer	17th August	Point de Galle	London
242	*Karamania*	2,045	British screw steamer	Ditto ditto	Calcutta	Ditto
243	*City of Athens*		British ship	18th ditto	Ditto	Ditto
244	*Panmure*	1,505	Ditto	19th ditto	London	Calcutta
245	*Glamis*	1,150	British barque	Ditto ditto	Adelaide	Ditto
246	*Royal Alfred*	1,239	British ship	20th ditto	Liverpool	Ditto
247	*Siren*	1,482	Ditto	21st ditto	Madras	Ditto
248	*Desdemona*	1,490	Ditto	23rd ditto	Calcutta	New York
249	*Culna*	1,514	British screw steamer	27th ditto	Bombay	Calcutta *vid* coast ports
250	*Darien*	1,780	Ditto ditto	28th ditto	Cardiff	Aden
251	*St. Mark*	1,098	Ditto ditto	Ditto ditto	Ditto	Ditto
252	*Malek*	1,054	Ditto ditto	Ditto ditto	Port Said	Basra

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not given.	In latitude 2° 20′ N., longitude 75° E.	Indian ocean	Damage to engines. Stress of weather.	None lost	None lost
Ditto	On the flat off the King of Oudh's palace, Garden reach.	Hooghly river	Grounding. Unavoidable	Ditto	Ditto.
Ditto	At Diamond harbour	Ditto	Sprung a leak. Carelessness of crew.	Ditto	Ditto.
Ditto	On the Southern bank, a little below Camberbatches point.	Ditto	Grounding. Eddy tide	Ditto	Ditto.
In ballast	Off the Hooghly point in the James and Mary's.	Ditto	Slight casualty. Unavoidable	Ditto	.....
Salt; value not reported.	In Hooghly bight, midway between Puppies Parlour and the Teetulbaria creek.	Ditto	Loss of anchor and chain. Unavoidable.	Ditto	None lost.
In sand ballast	On Fulta point	Ditto	Grounding. Unavoidable	Ditto	Ditto.
Linseed and saltpetre; value not given.	Near the little gully, about 100 feet above, and 400 feet from the bank off the King of Oudh's palace, Garden reach.	Ditto	Loss of anchor and chain. Unavoidable.	Ditto	Ditto.
General; value not stated.	About 2 miles S. W. of Tellicherry	Malabár coast	Collision with ganja *Lakshmaprasad*. Not exhibiting lights on the part of the ganja.	Ditto	Ditto.
Coals; value not reported.	In the Inner harbour of Aden	South coast of Arabia.	Collision with S. S. *St. Mark*. Rising of the tidal wave caused by the volcanic eruption at Java.	Ditto	Ditto.
Ditto	Ditto ditto	Ditto	Collision with S. S. *Darien*. Rising of the tidal wave caused by the volcanic eruption at Java.	Ditto	Ditto.
General; value not stated.	At No. 4 buoy in the Inner harbour of Aden.	Ditto	Slight casualty. Rising of the tidal wave caused by the volcanic eruption at Java.	Ditto	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
253	*Annandale*	1,041	British screw steamer	28th August	Jiddah	Calcutta
254	*Justitia*	1,986	Ditto ditto	30th ditto	Calcutta	London
255	*Alma*	252	Swedish brigantine	Ditto ditto	Ditto	Port Natal
256	*Fattel Barry*	1,239	Turkish ship	Ditto ditto	Jiddah and Maskat	Calcutta
257	*Justitia*	1,986	British screw steamer	Ditto ditto	Calcutta	London
258	*Haddington*	1,206	British barque	31st ditto	Ditto	Ditto
259	*Columbian*	1,404	British Indian screw steamer.	2nd September	Jiddah	Bombay
260	*Jumna*	187	British Indian steamer	3rd ditto	Calcutta	Diamond harbour
261	*Matabanga*	488	British Indian flat	7th ditto	Naraingan̄j	Calcutta
262	*Laxmi*	17	British Indian mahangiri	Ditto ditto	Kalyán	Bombay
263	*Sree Venkatanarayan-moorly.*	188	British Indian brig	9th ditto	Vizagapatam	Gopalpur
264	*Clan Stuart*	1,355	British screw steamer	12th ditto	Calcutta	Colombo and Bombay

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Salt; value not stated.	At No. 5 buoy in the Inner harbour of Aden.	S. coast of Arabia.	Slight casualty. Rising of the tidal wave caused by the volcanic eruption at Java.	None lost .	None lost.
3800 tons general; value £100,000.	On the Bishop's College sand, 400 yards below the Lower College sand buoy, Garden reach.	Hooghly river .	Grounding. Carelessness of the assistant harbour master in charge of the ship *British Statesman.*	Ditto . .	Ditto.
General; value not reported.	On the Melancholy sand in 2 fathoms of water.	Ditto .	Grounding. Unavoidable .	Ditto . .	Ditto.
Salt, dates and hulwa; value not stated.	In the Saugor roads, Middleton sand spit buoy.	Ditto .	Collision with buoy. Unavoidable.	Ditto . .	Ditto.
3,800 tons general; value £100,000.	Off Budge Budge	Ditto .	Damage to engines. Not reported.	Ditto . .	Ditto.
General; value Rs. 2,00,000.	On the bank off Melancholy point .	Ditto .	Grounding. Unavoidable .	Ditto . .	Ditto.
General; value not stated.	In latitude 15° 02′ N., longitude 64° 10′ E	Arabian sea .	Damage to engines. Not reported	Ditto . .	Ditto.
In ballast . .	At Diamond harbour in 9 fathoms of water.	Hooghly river .	Loss of anchor and chain. Unavoidable.	Ditto . .	.....
Tea; value not given	One of the pontoons below the Hooghly bridge.	Ditto .	Collision with the Hooghly bridge pontoon. Carelessness of master of steamer *Silchar.*	Ditto . .	.....
Bricks; value Rs. 164.	In the Bhándúp creek, Bombay harbour	Bombay coast .	Capsized. Stress of weather. .	Ditto . .	Totally lost.
Rice; value Rs. 9,432.	In Gopalpur roadstead in 7 fathoms of water.	Madras coast .	Loss of anchors and chain. Heavy weather.	Ditto . .	None lost.
General; value not reported.	In third berth, No. 2 Calcutta moorings	Hooghly river .	Fire. Unavoidable . .	Ditto . .	Partially lost, value not reported.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
265	*Shah Jehan*	698	British Indian ship	14th September.	Bombay	Calcutta
266	*Lennox*	1,327	British screw steamer	15th ditto	Calcutta	*Hong Kong vid* Straits
267	*Kilwa*	993	Ditto ditto	Ditto ditto	Ditto	Rangoon, Maulmáin, and Straits.
268	*Tavakkulee*	15	Persian buggarah	Ditto ditto	Bushire creek to the	Outer harbour
269	*William Symington*	1,322	British screw steamer	Ditto ditto	Bombay	Hull
270	*Bertie*	1,108	Ditto ditto	Ditto ditto	Ditto	Port Said
271	*Iran*	109	British Indian steamer	19th ditto	Bushire	Basra
272	*Hoseinee*	35	Persian buggarah	Ditto ditto	Inner to the Outer harbour of Bushire	
273	*Sea Queen*	873	British barque	25th ditto	Madras	Chittagong
274	*Akyab*	95	British Indian schooner	Ditto ditto	Narainganj	Ditto
275	*Yeshvanty*	5	British Indian muchwa	Ditto ditto	Seaward	Bombay
276	*Moti Nagin*	3	Ditto ditto	27th ditto	Naughar	Nagaum

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Salt; value not given.	In Saugor roads, close to the flat; the Saugor lighthouse bearing S. E. by S. ½ S. and Long sand lightship S. ½ W.	Hooghly river.	Loss of anchor and chain. Unavoidable.	None lost .	None lost.
General; value unknown.	Off Nos. 1 and 2 Hastings' moorings and in a line with the Government Swinging buoys.	Ditto .	Collision with S.S. *Kilwa.* Carelessness of the engineer on board the S.S. *Lennox.*	Ditto . .	Ditto.
Ditto . .	Ditto ditto . . .	Ditto .	Collision with S.S. *Lennox.* Carelessness of the engineer on board the S.S. *Lennox.*	Ditto . .	Ditto.
23 tons of wheat; value Rs. 1,365.	At the entrance of the Khôre Bahrany near Rás-el-Marg. Bushire harbour.	Persian Gulf .	Foundering. Tides . .	Ditto . .	Rs. 65 worth was lost and Rs. 800 damaged.
Wheat and seeds; value not stated.	Close to the North Cross island Reef buoy, Bombay harbour.	Bombay coast.	Collision with S.S. *Bertie.* Carelessness of pilot of S.S. *Bertie.*	Ditto . .	Partially lost, value not reported.
General; value not given.	Ditto ditto . . .	Ditto .	Collision with S.S. *William Symington.* Carelessness of pilot of S.S. *Bertie.*	Ditto . .	None lost.
230 passengers, but no cargo.	Near Rás-el-Marg in the Outer harbour of Bushire.	Persian Gulf	Collision with buggarah *Hoseinee.* Carelessness of nakhoda of the buggarah.	Ditto . .	.....
51 tons of wheat; value Rs. 2,860.	Ditto ditto . . .	Ditto .	Collision with S.S. *Iran.* Carelessness of the nakhoda of the buggarah.	Ditto . .	Rs. 440 worth was lost, and Rs. 1,500 damaged.
In ballast . .	At Doma khali, in the Kornafuli river .	Chittagong coast.	Collision with schooner *Akyab.* Carelessness of pilot of barque *Sea Queen.*	Ditto . .	.....
Jute; value Rs. 9,275.	Ditto ditto . . .	Ditto .	Collision with barque *Sea Queen.* Carelessness of pilot of barque.	Ditto . .	None lost.
Fish; value Rs. 130.	At the mouth of the Rajiwada creek .	Bombay coast .	Collision with craft (name unknown.) Not reported.	Ditto . .	Totally lost.
Grass; value Rs. 160.	Opposite the Ghodbandar creek .	Ditto .	Foundering. Heavy weather .	Three lost .	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
277	*Velocity*	184	British schooner	27th September	Calcutta	Port Natal
278	*Waroonga*	1,614	British screw steamer	30th ditto	Ditto	London
279	*Clan Mackintosh*	2,000	Ditto ditto	5th October	Glasgow	Calcutta
280	*Osprey*	269	British barque	6th ditto	Narainganj	Chittagong
281	*Doluttipassa*	116	British Indian ganja	Ditto ditto	Bombay	Cochin
282	*Emulous*	286	British Indian brig	Ditto ditto	Narainganj	Chittagong
283	*Electric*	210	British steamer	Ditto ditto	Ditto	Calcutta
284	*Clan Mackintosh*	2,000	British screw steamer	Ditto ditto	Glasgow	Ditto
285	*Ganga Sagar*	288	British Indian pattimar	11th ditto	Cochin	Bombay
286	*Stri Ranganayakooloo*	401	British Indian barque	Ditto ditto	Cocanada	Maulmain
287	*Suryaban*	9	British Indian craft	12th ditto	Belápur	Bombay
288	*City of Edinburgh*	2,092	British screw steamer	Ditto ditto	Calcutta	London

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Rice and gunnies; value not stated.	On the bank a little below the Bellary Tower.	Hooghly river .	Grounding. Unavoidable .	None lost .	None lost.
3,200 tons general; value not reported.	In latitude 7° N., longitude 82° E. .	Ceylon coast .	Damage to engines. Unavoidable.	Ditto . .	Ditto.
General; value not given.	On the flat off Hooghly point just above the Tide gauge.	Hooghly river .	Grounding. Unavoidable .	Ditto . .	Ditto.
Jute; value Rs. 30,400.	In the Megna river (exact spot not given).	Sunderbuns .	Grounding. Fogs . . .	Ditto . .	Partially lost, value Rs. 5,000.
General; value not stated.	In Cochin harbour, latitude 9° 58′ 0″ N., longitude 76° 15′ 30″ E.	Malabár coast .	Grounding. Unavoidable .	Ditto . .	None lost.
Jute; value Rs. 22,500.	Near Seeta khali in the Megna river .	Sunderbuns .	Grounding. Fogs . . .	Ditto . .	Ditto.
Towing six brigs .	On a sand bank at Seeta khali in the Megna river.	Ditto . .	Ditto ditto . .	Ditto . .	.....
General; value not given.	On the extension of the tail of the Hooghly sand.	Hooghly river .	Grounding. Unavoidable .	Ditto . .	None lost.
Ditto . .	On the bar, entrance to Cochin harbour	Malabár coast .	Ditto ditto .	Ditto . .	Ditto.
Sundries; value not reported.	On the shoal above Natmoo, Salween or Maulmain river.	Burma coast .	Grounding. Stress of weather .	Ditto . .	Ditto.
Salt; value Rs. 635.	Near the Trombay barge, Bombay harbour.	Bombay coast .	Foundering. Overladen . .	Ditto . .	Totally lost.
General; value not given.	On the sands near Moyapur . .	Hooghly river .	Grounding. Unavoidable .	Ditto . .	Ditto.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
289	*Daulat Prasad*	53	Native padow	16th October	Ponáni	Broach
290	*Helmsley*	1,194	British screw steamer	Ditto ditto	Penarth	Bombay
291	*County of Lancaster*	999	British ship	17th ditto	Point de Galle	Chittagong
292	*Laxmiprasad*	32	British Indian craft	18th ditto	Cochin	Mahuva
293	*Dadalai*	45	British Indian battala	Ditto ditto	Goa	Broach
294	*British Princess*	1,480	British barque	19th ditto	Calcutta	Falmouth
295	*Cypromene*	1,834	British ship	Ditto ditto	Ditto	New York
296	*Ratnagiri*	16	British Indian craft	Ditto ditto	Bulsar	Mahuva
297	*Rooparell*	13	British Indian craft	Ditto ditto	Tárápur	Bhávnagar
298	*Byculla*	1,903	British screw steamer	20th ditto	Calcutta	Puri, Point de Galle, and Colombo
299	*Electric*	201	British steamer	22nd ditto	Chittagong	Narainganj
300	*Somerset*	654	British screw steamer	25th ditto	Singapore	London

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Posicion of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Cocoanuts; value Rs. 720.	40 miles to the West of Daman .	Bombay coast .	Sprung a leak. Heavy weather .	None lost .	Rs. 232 worth was lost.
Coals; value not stated.	On a small sand patch off Rás Dameirah, about 30 miles S. W. of Mokha, in latitude 12° 56′ N., longitude 43° 05′E.	Red sea .	Stranding. Tides . . .	Ditto . .	80 tons coals jettisoned; value not reported.
450 tons stone ballast.	On the northern bank off Kumar khali, Kornafuli river.	Chittagong coast	Grounding. Carelessness of pilot	Ditto . .	.....
Oilcakes and teak-wood planks; value Rs. 410.	Near the Outer lightship, entrance to Bombay harbour.	Bombay coast .	Loss of sails, &c. Heavy weather	Ditto . .	Totally lost.
Cocoanuts; value Rs. 2,850.	30 miles to the West of Daman .	Ditto .	Sprung a leak. Heavy weather	Ditto . .	Rs. 268 worth was lost.
2,048 tons wheat; value not given.	Eastward of the Little Bassas, in latitude 6° 20′ N., longitude 83° 23′ E.	Indian Ocean .	Collision with ship *Cypromene*. Carelessness of the masters of both vessels.	Ditto . .	Not reported.
2,605 tons general; value not reported	Ditto ditto .	Ditto .	Collision with barque *British Princes*. Carelessness of the masters of both vessels.	Ditto . .	Ditto.
Teak timber; value Rs. 310.	On a rock in the Mahuva creek near Shambhu-kotha.	Gulf of Cambay	Stranding. Heavy weather .	Ditto . .	None lost.
Rice; value Rs. 750	On shore near Pagar hill, a little below Tárápur.	Bombay coast .	Ditto ditto . .	Ditto . .	Partially lost; value Rs. 87.
Rice; value not given.	Outer mooring buoy, below the Centre College sand buoy, Garden reach.	Hooghly river .	Collision with the Outer mooring buoy. Unavoidable.	Ditto . .	None lost.
Towing 4 brigs .	Near the Lalan chur in the Megna river	Sunderbuns .	Grounding. Fogs . . .	Ditto . .	.....
800 tons general; value not given.	In latitude 6° 40′ N., longitude 76° 0′ E.	Indian ocean .	Damage to engines. Not known	Ditto . .	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
301	*Mosart*	1,559	British screw steamer	26th October	Bombay	Hull
302	*City of Khios*	2,121	Ditto ditto	28th ditto	Calcutta	London
303	*Bay of Naples*	1,625	British ship	Ditto ditto	Singapore	Chittagong
304	*Empress of India*	1,391	British screw steamer	30th ditto	Bombay *vid* Colombo and Point de Galle.	Calcutta
305	*Sierra Madron*	1,429	British ship	2nd November	Chittagong	Dundee
306	*Futtehul Kurrim*	81	British Indian brig	Ditto ditto	Naraingan j	Chittagong
307	*Mamga Thagar Vudi Voody Ammni.*	154	Cingalese brig	Ditto ditto	Ditto	Ditto
308	*Ramedi*	18	British Indian mahangiri	3rd ditto	Bhiwndi	Kalyán
309	*Ganges*	1,443	British barque	7th ditto	Demerara	Calcutta
310	*County of Lancaster*	999	British ship	9th ditto	Chittagong	Dundee
311	No name	6	British Indian boat	Ditto ditto	Dukhin Shabazpur	Chittagong
312	*Mary Fry*	981	British barque	Ditto ditto	Rangoon	Falmouth
313	*Shannon*	2,162	British screw steamer	14th ditto	London	Sydney

DURING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not stated.	In the Prince's dock, Bombay harbour.	Bombay coast.	Sprung a leak. Carelessness of Dock Authorities.	None lost.	.....
Ditto.	On the sands off Atchipur, a little above the Ulubaria creek.	Hooghly river.	Grounding. Unavoidable.	Ditto.	None lost.
In ballast.	On a shoal, S. W. ½ S. from the South end of Preparis island, distant 4 miles, Gulf of Martaban.	Burma coast.	Grounding. Currents.	Ditto.	.....
General; value not given.	Outside Point de Galle harbour (exact spot not given.)	Ceylon coast.	Damage to engines. Heavy weather.	Ditto.	None lost.
Jute; value Rs. 2,09,280.	At No. 7 Swinging buoy off Moishkhali, Kornafuli river.	Chittagong coast.	Collision with brig *Futtehul Kurrim*. Currents.	Ditto.	Ditto.
Jute; value Rs. 12,000.	Ditto ditto.	Ditto.	Collision with ship *Sierra Madrona*, and brig *Mamga Thagar Vudi Voody Ammni*. Currents.	Ditto.	Ditto.
Jute; value Rs. 6,970.	Ditto ditto.	Ditto.	Collision with brig *Futtehul Kurrim*. Currents.	Ditto.	Ditto.
Rice; value Rs. 145	At Vádghur in the Bhiwndi creek, Bombay harbour.	Bombay coast.	Sprung a leak. Tides.	Ditto.	Ditto.
572 emigrants and a cargo of salt, value not reported.	In the Eastern Channel in 7½ fathoms of water; the Eastern Channel lightship bearing S. E. by S. and the Reef buoy N. W. by N. ½ N.	Sandheads.	Loss of anchor. Unavoidable.	Ditto.	Ditto.
1,200 tons of jute; value Rs. 1,68,539.	At No. 1 mooring buoy in the Kornafuli river.	Chittagong coast.	Collision with brig *Setaramswamy*. Carelessness of serang in charge of brig.	Ditto.	Ditto.
Cocoanuts; value Rs. 180.	On a chur in the kanai river, Sundeep channel.	Sunderbuns.	Stranding. Stress of weather.	Ditto.	Slightly damaged.
Teak timber; value not reported.	In latitude 2° N., longitude 92° E.	Indian ocean.	Loss of masts, &c. Heavy weather.	Ditto.	Not reported.
General; value not given.	Off Jebel Zukur.	Rea sea.	Damage to engines. Not reported.	Ditto.	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
314	*Deanfield*	1,072	British barque	16th November	London	Calcutta
315	*Hesperia*	1,982	British screw steamer	Ditto ditto	Calcutta	London
316	*Baghdad*	809	Ditto ditto	Ditto ditto	Ditto	Rangoon, Maulmain, and Straits.
317	*Fatesalamat*	17	British Indian craft	Ditto ditto	Bhávnagar	Surat
318	*Ruparel*	27	British Indian padow	17th ditto	Matvad (Gujarát)	Bombay
319	*Ramprasad*	34	Ditto ditto	Ditto ditto	Ditto	Ditto
320	*Amarapoora*	1,618	British screw steamer	18th ditto	Rangoon	Port Said
321	*Dalswinton*	1,012	British ship	26th ditto	Calcutta	Valparaiso
322	*Cyclone*	157	British steamer	1st December	Proceeding to Garden reach to	to tow the ship *Oaklands* to sea.
323	*Columbus*	97	Ditto	Ditto ditto	Employed as a tug-steamer on the Hooghly river.	
324	*Kentmere*	2,456	British ship	2nd ditto	Liverpool	Calcutta
325	*Defiance*	222	British steamer	Ditto ditto	Employed towing the ship *Kentmere* to town	

)URING THE YEAR 1883—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Sleepers; value not stated.	On the bank between Fulta point and the Nun buoy off Fulta sand.	Hooghly river .	Grounding. Unavoidable .	None lost .	None lost.
,866 tons general; value £70,000.	At No. 22 Swinging buoy . .	Ditto .	Collision with S.S. *Baghdad.* Unavoidable.	Ditto . .	Ditto.
General; value not reported.	Ditto ditto . . .	Ditto .	Collision with S.S. *Hesperia.* Unavoidable.	Ditto . .	Ditto.
Cotton, &c.; value Rs. 2,045.	In the Bhávnagar creek near the dock.	Gulf of Cambay	Grounding. Currents . .	Ditto . .	Partially lost, value Rs. 89.
Firewood; value Rs. 300.	Near the Navsári creek off the village of Masad.	Ditto .	Capsized. Tides . . .	Ditto . .	Rs. 250 worth was lost.
Firewood; value Rs. 174.	Off Masár in the Púrna river . .	Ditto .	Ditto ditto . . .	Ditto . .	Rs. 75 worth was lost.
General; value not given.	In latitude 10°28′ N., longitude 64°15′ E.	Arabian sea .	Damage to engines. Not reported	Ditto . .	None lost.
Gunny bags; value not stated.	At No. 3 Hasting's moorings, 4th berth	Hooghly river .	Fire. Unknown . . .	Ditto . .	Partially lost, value Rs. 12,000.
None . . .	At No. 4 Swinging buoy off Fortpoint .	Ditto .	Collision with steam-tug *Columbus.* Carelessness of master of steam-tug *Cyclone.*	Ditto . .	.....
Ditto . .	Ditto ditto . .	Ditto .	Collision with steam-tug *Cyclone.* Carelessness of master of the steam-tug *Cyclone.*	Ditto . .	.....
Salt; value not reported.	At Fisherman's point . . .	Ditto .	Collision with tug steamer *Defiance.* Unavoidable.	Ditto . .	None lost.
None . . .	Ditto ditto . . .	Ditto .	Collision with ship *Kentmere.* Unavoidable.	Ditto . .	.....

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.
326	*Empress of India*	1,391	British screw steamer	5th December.	Calcutta	Bombay *viâ* Burman coast ports.
327	*Colleroon*	361	British brig	Ditto ditto	Employed on Pilot duties	at the Sandheads
328	*Niagara*	2,044	British screw steamer	12th ditto	Colombo	Rangoon
329	*Johann Carl*	519	German barque	14th ditto	Batavia	Bandar' Abbas and Bushire.
330	*Franklin*	553	French barque	15th ditto	Chittagong	Guadaloupe
331	*Chanda*	1,305	British screw steamer	Ditto ditto	Calcutta	Rangoon, Maulmain, and Straits.
332	*Baghdad*	809	Ditto ditto	18th ditto	Singapore and Maulmain	Rangoon
333	*Dhulap*	18	British Indian gulbut	20th ditto	Thána	Bombay
334	*Govino*	1,454	British screw steamer	26th ditto	London	Ditto
335	*Purulia*	993	Ditto ditto	29th ditto	Calcutta	Rangoon, Maulmain, and Straits
336	*Ruparel*	9	British Indian muchwa	30th ditto	Matvad	Gogha

DURING THE YEAR 1883—*concluded.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not given.	On the Lower spit of the Bishop's College sand, Garden reach.	Hooghly river.	Grounding. Unavoidable .	None lost .	None lost.
None . . .	In the Eastern Channel in 9 fathoms of water; the Eastern Channel light-ship bearing S. E. by S., distant 3½ miles.	Sandheads .	Loss of anchor and chain. Gale	Ditto . .	.....
900 tons ballast ..	Off the Pilots' station, entrance to Rangoon river, Gulf of Martaban.	Burma coast .	Loss of anchor. Unavoidable .	Ditto . .	.....
Sugar; value Rs. 2,40,000.	S.E. of the Adas Bank, in latitude 13° 56′ N., longitude 73° 06′ E.	Ditto . .	Sprung a leak. Heavy weather	Ditto . .	Partially lost; value Rs. 3750.
Rice; value Rs. 50,000.	On the North bank of the Kornafuli river, opposite Messrs. Bulloch Brothers' Rice mills.	Chittagong coast.	Grounding. Tides . .	Ditto . .	None los
General; value not stated.	Midway between Hog river and Fisherman's points.	Hooghly river.	Collision with boat (name unknown). Unavoidable.	Ditto .	Ditto.
Ditto . .	A little to the S. W. of the wreck buoy off Daneedau in the Rangoon river.	Burma coast .	Loss of anchor and chain. Unavoidable.	Ditto . .	Ditto.
Grass; value Rs. 104.	At the mouth of the Bhándúp creek, Bombay harbour.	Bombay coast.	Sprung a leak. Defective caulking.	Ditto . .	Totally lost.
General; value not orted.	On the sands off the northern side of Perim island, the lighthouse bearing S. E. by S. ½ S., Straits of Bab-el-Mandeb.	Red sea .	Stranding. Carelessness of master.	Ditto . .	None lost.
Ditto . .	On the flat below Hospital point, about halfway between the point and the Diamond harbour Custom-house.	Hooghly river .	Grounding. Unavoidable .	Ditto . .	Ditto.
Molasses; value Rs. 480.	Off the Bhagvádandi port . .	Gulf of Cambay	Sprung a leak. Heavy weather.	Ditto . .	Partially lost; value Rs. 70.

NOTES ACCOMPANYING THE CASUALTY STATEMENT FOR JANUARY 1883.

1. The British Indian hodi LAKSHMI [of Bánkot, 4 tons register, official number 3616], from Kelshi (Konkan) to Bánkot with fishing nets. On the morning of the 4th January, when off Ade, near Bánkot (Bombay coast), the steamer *Gogo* came into collision with the hodi and upset her. She was afterwards recovered, and sustained little or no damage. Slight damage to cargo. No loss of life. (The cause of the collision was due to the carelessness of the master of the steamer).

2. The British iron steamer SAVITRI [of Bombay, 94 tons register, official number 84292], from Bombay to Goa, with 450 passengers. It appeared that on the early morning of the 5th January the steamer was going at the rate of 8½ knots an hour on a S.S.E. course, and the pattimar *Hattee Hamnant* was proceeding up the coast on a northerly course, with no lights burning on board. The steamer first sighted the pattimar on the port bow about two points off whilst midway between Jaytápur and Devgad (Bombay coast); when within half a mile, the steamer's course was altered to S.S.W., and the engines were stopped, the mate put hard helm to easterly course to allow the pattimar to pass clear, as she was sailing about W.N.W.; she suddenly took a northerly course, and on coming close to the steamer took a westerly course, when, at 5 A.M., the steamer fouled the pattimar slightly bow to bow. No damage to steamer. No loss of life. (The casualty was caused by the carelessness of the tindal of the pattimar).

3. The British iron screw steamer TOLEDO [of Sunderland, 1,896 tons register, official number 85016], from Calcutta to Dundee, with a general cargo. At 8-10 A.M. on the 6th January the steamer, whilst proceeding down the river Hooghly in charge of a pilot, touched the bank slightly abreast of the Nun buoy in Fulta reach, owing to the steam steering gear not acting properly; she came off immediately the engines were reversed. No damage to steamer or cargo. No loss of life. (The casualty was accidental).

4. The British iron ship WEST RIDGE [of Liverpool, 1,400 tons register, official number 63155], from Calcutta to Liverpool, with a general cargo. The ship was proceeding down the Hooghly river in charge of a pilot and in tow of the steam-tug *Sind*, when on turning from Pir Serang at 10 A.M. on the 9th January she touched the Kaffray sand with her fore foot. The pilot promptly slipped both hawsers and allowed the ship to swing round, when she floated immediately. Shortly afterwards the ship swung to the flood, passed hawsers, and proceeded safely to sea. No damage to ship or cargo. No loss of life. (The casualty was accidental).

5. The British Indian padow SAKRI [of Anjanvel, 22 tons register, official number 6746, age not known], from Revdanda to Bombay, with a cargo of firewood. At 8 A.M. on the 11th January the padow was at anchor off the Revdanda creek (Bombay coast) and the S.S. *Krishna*, when entering the port of Bombay, came into collision with the *Sakri*. Value of damage to pattimar Rs. 150. The cargo was slightly damaged. No loss of life. (The cause of this collision was not reported; but it probably occurred owing to the carelessness of the master of the *Krishna*).

6. The British iron screw steamer MAHRATTA [of Glasgow, 505 tons register, official number 53368], from Calcutta to Rangoon *vid* Burman coast ports, with a general cargo. The steamer was proceeding down the Hooghly river under pilotage charge, and in turning below Nurpur point at 11-30 A.M. on the

13th January, her fore foot took the edge of the sand abreast of Nurpur village. She came off at 11-40 A.M. after laying aground for an hour. No damage to steamer or cargo. No loss of life. (The casualty was accidental).

7. A British Indian boat (no name) [of Dacca, 2 tons register, no official number, age not known], from Bhowaniganj to Noakhali, with a cargo of oranges and cloth. On the 13th January the boat capsized owing to the strong current in the Takta khali mouth of the Megna river (Sunderbuns). The boat was subsequently recovered, having sustained no damage. Cargo worth Rs. 150 was lost. No loss of life.

8. The British Indian padow JAMNAPARSAD [of Bulsár, 46 tons register, official number 260, age 22 years], from Dholera to Bombay, with a cargo of cotton, &c. All went well with the padow until the 13th January, when the wind fell and the tide ebbed out; she got on to a sand bank about 22 miles to the westward of Dehej bandar (Gulf of Cambay); the anchor was cast, but it commenced to drag; she was driven into four fathoms of water, and giving a list to one side, all the cargo was swept overboard. Value of damage to padow Rs. 300; cargo worth Rs. 7,262 was lost; the remainder valued at Rs. 2,000 was damaged. The crew, 11 men, and one passenger, were picked up by a passing craft.

9. The British iron steamer LAHORE [of Calcutta, 500 tons register, no official number], from Saugor island (Hooghly river) to Calcutta, with pilgrims. On the 14th of January the *Lahore* was proceeding up the Hooghly river, and when off Nynan a small country boat (name unknown) was slightly ahead of her on the port bow. The boat was ordered to go to the westward, but refused to do so, and the steamer was unable to go to starboard for fear of running over the Nynan flat buoy or either to port, as there was a large number of small boats proceeding up. The steamer's engines were stopped at once, but unfortunately the boat's stern came into collision with the bows of a water boat in tow alongside the flat on the port side. The Native boat after striking cleared at once, but filled and rolled over a short distance astern. No damage to steamer or flat. One life lost.

10. The German wooden barque PAULA [of Elsfleth, 515 tons register, official number not reported], from Chittagong to West Indies, with a cargo of rice. The barque was moored at 4-30 P.M. on the 15th January in the Kornafuli river by the pilot, and in swinging to the ebb-tide at night she fouled the British India Company's S.S. *Mahratta;* the port flagstaff bearing N.E., and the Juldia flagstaff N.W. by W. ¼ W. (Chittagong coast). No damage to barque or cargo. No loss of life. (The collision was caused by the pilot mooring a little too close to the steamer).

11. The British iron screw steamer MAHRATTA [of Glasgow, 505 tons register, official number 53368, age 18 years], from Chittagong to Rangoon *viâ* Burman ports, with a general cargo. On the 16th January the steamer was moored near the jetty off the town, Kornafuli river (Chittagong coast); the pilot of the barque *Paula* whilst mooring his vessel did not give sufficient room for the steamer to clear, and at 1-45 A.M. the *Mahratta,* when swinging, fouled the barque. The steamer's flagstaff was carried away and the star side of a jolly boat smashed in. No damage to cargo. No loss of life.

12. The British Indian muchwa SACRI SALAMATI [of Ratnagiri, 8 tons register, official number 10313, age 25 years], from Goa to Bombay, with a cargo of firewood. On the 17th of January the muchwa, whilst under full sail, capsized during a sudden gust of easterly wind when at the mouth of the Purangad creek (Bombay coast). The muchwa was subsequently recovered, sustaining damage to the value of Rs. 25; cargo worth Rs. 52 was lost. No loss of life.

13. The British iron screw steamer SCINDIA [of Glasgow, 2,040 tons register, official number 80461], from Calcutta to Bombay, with a general cargo.

The steamer was anchored by the harbour master in the kerosine oil moorings at Garden reach, Hooghly river, ready to go to sea on the 21st January, and whilst swinging to the ebb-tide on the night of the 20th January, she grazed the side of the ship *Greenock.* No damage to steamer or ship. No loss of cargo. No loss of life. (The casualty was accidental).

14. The British iron screw steamer CLAN OGILVIE [of Glasgow, 1,584 tons register, official number 86718], from Bombay to Liverpool, with a general cargo. On the morning of the 24th January the *Clan Ogilvie* was lying in the F shed, west wharf in the Prince's dock, Bombay harbour, full laden with a cargo for Liverpool, to which port she was to proceed directly the tide served. The assistant dock master had received instructions to assist the master in taking the *Clan Ogilvie* out of dock. At half past ten, the vessel's head being North, she was cast off, a line was run out from the starboard quarter to the west end of the jetty and the engines were turned astern. As the steamer's bow cleared the end of the jetty, the starboard quarter line was let go and the engines were stopped. A starboard bow line was run out to the pier head at the entrance of the dock. As soon as it was fast, it was hauled upon; meanwhile a stern rope was run out to the west wall. When hauling on the starboard bow line, and finding the steamer was forging ahead faster than was wanted, the order was given "astern slow," which was telegraphed to the engine room by the third officer, and was duly answered. As the steamer was still found to be going ahead instead of astern, the order was telegraphed "half speed astern," and was duly answered from the engine room. Notwithstanding this order, the steamer gathered more headway and the telegraph was again rung to the engine room to go "full speed astern." At this time the stern rope parted, and the anchor was then let go to try and check the steamer's headway, but she was forging too fast ahead, and ran into the port quarter of the S. S. *Inflexible,* cutting her down about 14 feet. The *Inflexible* began to fill fast, and was ultimately submerged. During the time the *Clan Ogilvie's* head was pointed towards the dock gates, the helm was put hard to port, but as it appeared that there was always a rush of the tide into the dock when the gates were open, it caused the *Clan Ogilvie* to head up for the *Inflexible's* quarter, notwithstanding that the starboard bow line was being hauled upon. Damage to *Clan Ogilvie,* value Rs. 796. No cargo lost. No loss of life.

[A Court of Inquiry was held in the Chief Presidency Magistrate's Court, Bombay, on the 29th and 30th January and 7th February, to investigate the circumstances connected with the above collision. The second engineer was charged with incompetency in carrying out his duties as an engineer on board the *Clan Ogilvie,* in that he neglected to carry out the orders given to him whilst in charge of the engines to move the engines slow astern, half speed astern, and full speed astern, but instead of doing so, he moved the engines ahead and thereby led to a collision with the S. S. *Inflexible.* The Court recorded that when the order was given to go full speed astern, the master of the *Clan Ogilvie* ordered the third officer to run down to the engine room and tell the engineer in charge that the engines were going ahead instead of astern. This order took about a minute to execute, so that when he returned to the bridge the collision had taken place. It was stated that as soon as the first order was given to go astern, after the vessel was pointed to the dock gates, being first of the last three orders given to the engine room before the final stop, *viz.*, "slow astern," "half speed astern," "full speed astern," it was noticed from the bridge that the engines were working ahead instead of astern. It was hoped that the subsequent orders being rapidly given would remedy this; but as the sequel proved, they were of no avail. What took place in the engine room simultaneously with what occurred on deck was as follows:—The chief engineer, just before starting, according to his invariable custom, after the engines had been unworked for any time, tried

the engines. He worked them himself whilst the vessel was getting out of her berth to point for the dock gates. Up to that time the orders had been given "slow astern," "stop," "slow ahead," "stop," "slow ahead," "stop;" the next order was "astern slow," but at that time he had left the engines in charge of the second engineer and went up the engine-room ladder to the platform to look at two valves which were blowing. It thus appeared that when the last order was given, the second engineer was in charge of the engines, and the third engineer was at the telegraph which was close to the starting gear just at the back of the starter, who could half turn round and see for himself what the telegraph dial showed. The third engineer's back was all the time to the starting gear and engines, and he was facing the telegraph dial and working it with the one on deck, calling out the different orders to the second engineer. The chief engineer had scarcely left the starting gear to go up to look at the valves, when the telegraph rang, and immediately the engines started, but whether ahead or astern he could not say. He then heard the bell ring in a hurried manner, and on hastily going down the ladder he saw, at a glance, that the engines were going contrary to the telegraph. He rushed to the starting gear, and reversed the engines to full speed astern, which was done very quickly. An order was then telegraphed to stop, and this was at once done. It was the last movement of the engines. The telegraph was the only means of communication between the engine-room and the bridge; shouting out would have been of no use, as the height from the bridge to the engine-room was too great; and in addition to this the engines worked noisily. By the collision with the *Inflexible* the bows of the *Clan Ogilvie* were damaged to some extent above her water line. The Court, after a careful consideration of the evidence given at this Inquiry, came to the conclusion that all the arrangements for undocking the *Clan Ogilvie* were carefully attended to, but through the gross negligence of the second engineer, in not obeying the orders given to him, and starting the engines ahead instead of astern, the collision was caused. The second engineer, from the evidence before the Court, appeared to have had the reputation of being very attentive to orders, and of thoroughly understanding his duties as an engineer. It was clear, however, that it was through his incompetency and neglect to carry out the orders he received, whilst in charge of the engines, that a collision took place between the two steam-ships (*Clan Ogilvie* and *Inflexible*), resulting in serious damage being inflicted on the latter vessel, though, most fortunately, without any loss of life. The Court had taken into consideration the good character borne by the second engineer, and, after a careful review of all the circumstances disclosed by the evidence, decided to suspend his certificate of competency as second engineer for a period of nine months. In conclusion the Court expressed their dissatisfaction with the evidence given by the third engineer. Looking at the position of the telegraph dial in the engine-room, to the working of which he stated he gave his whole attention from the time of starting up to the time of the collision, his back being towards the engines, it seemed almost incredible, if not impossible, that the moving of the engines in either way could have escaped his attention in the intervals of the telegraph working.]

The Governor of Bombay confirmed the finding of the Court.

15. The British iron screw steamer INFLEXIBLE [of Sunderland, 1489 tons register, official number 85001], from Liverpool to Bombay, with a general cargo. It appeared that the *Inflexible* arrived in Bombay harbour from Liverpool on the early morning of the 24th January, fully laden. At half past 9 A.M. on that day, being in charge of a pilot, she entered the Prince's dock for discharge, the Dock Authorities berthing her alongside M shed, the first shed on the right hand after entering the dock gates. The berthing was completed about 11 A.M., and ten minutes after this, as the master, who had just gone below, was reading his instructions in the saloon, and making preparations to come up to town

the harbour master, who was on board, called out to the master to jump up for his life, as the *Clan* boat would be into the saloon in a minute. The master rushed on deck and saw the *Clan Ogilvie* coming at a great rate of speed towards the *Inflexible*. Directly afterwards the *Clan Ogilvie* struck her with great violence on the port quarter between the lazarette bulkhead, and the next one forward, which were watertight bulkheads, but only as high as the " tween decks. The next bulkhead forward was watertight, and it was the bulkhead of the engine-room which was carried right up to the main deck. The force of the collision was so great that in addition to a large rent being made in the *Inflexible's* side, two feet wide and 14 to 15 feet deep, she was driven violently against the quay wall. The *Inflexible* at once began to fill, the water going from one hold to the other aft as the top of the 'tween deck combings got to water level, and within five to six minutes after she was struck she settled at the bottom of the dock aft. Measures were subsequently adopted to raise the vessel; she floated on the 25th January. Value of damage to S. S. *Inflexible* was not reported; the steamer was temporarily repaired at Bombay, and had undergone extensive repairs on her arrival home. Value of damage to cargo, if any, not known. No loss of life.

16. The Native kotia NARÁNPARSAD [of Porbandar (Gujarát), 52 tons register, official number 63, age about 12 years], from Porbandar to Surat with a cargo of castor oil and slabs of stones. During the stormy weather on the 25th January, the kotia being at anchor began to roll heavily, when at 6 P.M. she drifted on a sand bank, half a mile to the South of the Tapti lighthouse (Gulf of Cambay). The crew tried to lighten her by throwing overboard 445 slabs of stones; she subsequently came off. Little or no damage to kotia. Cargo worth Rs. 150 was lost. No loss of life.

17. The British Indian mahangiri YESWANTI [of Thána (Konkan), 27 tons register, official number 6254, age 37 years], from Thána to Bombay, with a cargo of grass. At 11 P.M. on the 25th January, when at the mouth of the Bhándup creek (Bombay harbour), through the violence of the storm the mahangiri sprang a leak, heeled over, and all the cargo was washed away. She was subsequently recovered. Value of damage to *Yeswanti*, Rs. 25; cargo worth Rs. 120 was lost. No loss of life.

18. The Native craft RANCHOOPARSAD [of Junágad (Gujarát), 28 tons register, official number 4217 of Bombay], from Bombay to Surat, with a cargo of charcoal. The craft left Bombay on the 20th January, and arrived safely off the Surat bar on the 25th, and the tide having ebbed she cast anchor in 6 fathoms of water. At 6 P.M. she met with stormy weather; the tindal, to prevent her shipping seas, weighed anchor with a view to take her into deep water. But in doing so the mast broke and the mainsail was carried away; the anchor was cast again and a portion of the cargo was thrown overboard, but notwithstanding all this she sank about a mile to the South of the Tapti lighthouse (Gulf of Cambay). On the following day the craft floated, and was taken to Surat. Slight damage to craft. Cargo worth Rs. 197 was lost. No loss of life.

19. The British Indian craft LAKHMIPARSAD [of Bombay, 23 tons register, official number 3954], from Veráwal to Broach, with a cargo of wet dates. During the stormy weather on the 25th of January the craft began to ship heavy seas when between Piram island and Gogha (Gulf of Cambay); the tindal in order to lighten her had to throw overboard 74 bundles of wet dates. Damage to *Lakhmiparsád*, value Rs. 128; cargo worth Rs. 300 was lost. No loss of life.

20. The Native craft DARIADOWLAT [of Cambay, 29 tons register, official number 2, age unknown], from Bombay to Degám, with a cargo of dates, bajri, rice, &c. The craft after leaving Bombay had met with fair weather as far as Dáhánu, about 15 miles North of the port of Umbargaon (Gulf of Cambay), when, on the 25th January, she encountered stormy weather and began to ship seas. In

order to lighten her the tindal jettisoned a portion of the cargo. No damage to craft; cargo worth Rs. 147 was damaged. No loss of life.

21. The British Indian muchwa SAKHARI SALAMATI [of Rái (Sálsette), 2 tons register, official number 1060, age unknown], from Bándra to Agáshi, with a cargo of salt fish. During a storm on the afternoon of the 25th January the muchwa capsized when near the village of Chiwane (Bombay coast), but was afterwards recovered. No damage to muchwa. Cargo all lost, value Rs. 124. No loss of life.

22. The British Indian craft KASHIPRASAD [of Bulsár, 18 tons register, official number 1770], from Bulsár to Dholera, with a cargo of bamboos and sandalwood. The craft having sailed from Bulsár arrived safely up the Gulf of Cambay, when about 13 miles to the westward of the Deojagan lighthouse, where, on the 25th January, owing to stormy weather, she began to ship seas. The tindal, in order to lighten the craft, threw overboard a portion of the cargo. No damage to craft. Cargo worth Rs 95 was lost. No loss of life.

23. The British Indian padow MACHHERI [of Surat, 11 tons register, official number 3664, age about 35 years], from Basseen to Surat, with a cargo of cocoanuts. The padow arrived safely as far as Bulsár; on the 25th January she met with stormy weather and made for the Bilimora creek (Gulf of Cambay). The padow, when half a mile to the west of the bar, had her mainsail carried away, and having shipped seas, a portion of the cargo was thrown overboard to lighten her. The following day she was taken to Surat. Slight damage to padow and cargo. No loss of life.

24. The British Indian muchwa SURYABAN [of Rái, 11 tons register, official number 1948], from Bháyndar to Moewa, with a cargo of salt. On the 26th January at 4 A.M. the muchwa, on going to tranship her cargo, was overtaken by a storm, and heeling over she lost 42 bags of salt when near the Basseen beacon light, Bombay harbour. The muchwa was subsequently recovered without sustaining any damage. Cargo worth Rs. 168 was lost. No loss of life.

25. The British Indian muchwa RAMBAN [of Rái, 8 tons register, official number 2007], from Bháyndar to Moewa, with a cargo of salt. On the 26th January at 4 A.M. the muchwa was proceeding to tranship her cargo when she met with a storm and was driven on the Pos Pir rock, entrance to Basseen creek, Bombay harbour. The muchwa was subsequently got off with damage to the value of Rs. 175; cargo all lost, value Rs. 523. No loss of life.

26. The British Indian muchwa YESWANTI [of Rái (Sálsette), 6 tons register, official number 2042, age 30 years], from Bháyndar to Moewa, with a cargo of salt. On the 26th January at 4 A.M. the muchwa whilst about to tranship her cargo met with a storm and capsized when near the Basseen beacon light, Bombay harbour. The muchwa was subsequently recovered. Value of damage to *Yeswanti*, Rs. 100; cargo all lost, value Rs. 402. No loss of life.

27. The British composite brig COLLEROON [of Calcutta, 361 tons register, belonging to the Indian Government], was employed on Pilot duties at the Sandheads. On the 27th January, at about 8-40 P.M., whilst the brig was lying at anchor at the Sandheads, 4 miles to the S. S. W. of the Eastern Channel lightship, the steamer *Fernwood* came round the brig's stern to discharge her pilot. The brig heading about East, slack water, the barque *Hindostan* had crossed the brig's bows on the starboard tack, fresh breeze from the Northward, and on getting before her port beam (apparently fearing to foul the *Fernwood*), the *Hindostan* put her helm hard up, and ran into the *Colleroon*, carrying away the brig's jibboom and head gear. The anchor light was burning brightly, and the maroon was flaring before the helm of the *Hindostan* was put up, and the brig's stern light was shown. Value of damage to *Colleroon*, Rs. 150, which sum was paid by the Agents of the *Hindostan*, being the amount expended in repairing the damage done to the brig by the collision. No loss of life. (No

Court of Inquiry was held into the matter, as the master of the *Hindostan* was entirely to blame for the collision.)

28. The French wooden barque HINDOSTAN [of Bordeaux, 463 tons register, official number not reported], from Pondicherry to Calcutta, with stone ballast. The barque arrived at the Sandheads on the 27th January, at 7-50 P.M.; she was on the starboard tack, strong breeze from North with squalls raised the maroon of the pilot brig to westward and steered so as to pass astern of her, when, fearing a collision with the steamer *Fernwood* had the barque stood on, the master of the *Hindostan,* therefore, was compelled to pass to the southward of the *Colleroon,* and manœuvred accordingly. The barque was going fast, but the currents from the N. W. was at the time so strong that she could not get round the brig, consequently the *Hindostan* came into collision with the *Colleroon,* which vessel was lying 4 miles S. S. W. of the Eastern Channel lightship. The *Hindostan's* maintopmast was slightly opened above the cap, and the rigging of the main and mizenmast damaged, and sundry damage to after spars and rigging; also decks leaking in places. Value of damage to *Hindostan,* about Rs. 2,500. No loss of life. (The collision was caused by the carelessness of the master of the barque.)

29. The British iron screw steamer INCHGARVIE [of Liverpool, 1,728 tons register, official number not reported], from Tyne to Bombay, with a cargo of coals. At 6 A.M. on the 27th of January the steamer, when in latitude 13° 16′ N., longitude 42° 40′ E. (Red sea), met with an accident to her machinery by the tumbling block of valve motion gear breaking; cause unknown. She was towed by the S. S. *Glenmore* into Aden for repairs. Damage to the machinery not reported. No damage to the hull. No loss of cargo. No loss of life.

30. The British Indian craft BABOORAO [of Bánkot, 7 tons register, official number and age not known], from Rájpuri to Bombay with a cargo of firewood. At 8 A.M. on the 28th of January, when near Kundari island lighthouse (Bombay coast), the craft sprung a leak, and, having filled with water, sunk. She was subsequently washed ashore and was recovered. Value of damage to craft, Rs. 100; cargo all lost, value Rs. 200. The crew, 5 men, and 8 passengers; two were picked up by a passing steamer and eleven by a muchwa.

31. The British iron ship SLIEVE ROE [of Liverpool, 1,667 tons register, official number 78762], from Bombay to Chittagong, with 700 tons ballast. At 4 P.M. on the 30th January the ship in swinging to the flood-tide, her heel slightly grazed the ground between the Crossing mark and the black buoy off Juldia in the Kornafuli river (Chittagong coast). No damage to ship. No loss of life. (The casualty was unavoidable owing to the length of the ship, *viz.*, 257 feet.)

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32. The British iron screw steamer TEHERAN [of Dundee, 1,670 tons register, official number 68538], from Calcutta to London, with a general cargo. At 10 A.M. on the 1st February, when 140 miles N. E. of Madras, in latitude 15° 0′ N., longitude 81° 30′ E. (Bay of Bengal), the steamer met with an accident in consequence of the slide valve being damaged; cause unknown. She put into Aden for repairs. No damage to hull or cargo. Damages to the machinery not reported. No loss of life.

33. The British iron ship RED GAUNTLET [of Liverpool, 1073 tons register, official number 48809], from Chittagong to Mauritius with a cargo of rice. At 6-20 A.M. on the 1st February, the ship, whilst proceeding down the Kornafuli river (Chittagong coast) in charge of a pilot, grounded in crossing the bar near the black buoy owing to the pilot keeping the ship out of the channel. She discharged about 894 bags of the cargo to lighten her, when at 10 P.M. of the 2nd, she got off, after having been ashore for 42 hours; she reshipped her cargo and safely proceeded to sea. No damage to ship; cargo worth Rs. 1,498

was lost. No loss of life. (No Court of Inquiry was held in to the case, but the accident, it was reported, was attributable more to the want of a steam-tug than to the carelessness of the pilot, regarding whose behaviour the master of the ship *Red Gauntlet* spoke in very high terms. The pilot, however, was reprimanded and cautioned not to attempt to take deep vessels out to sea without the assistance of a steamer, with so little water, in future).

34. The British iron screw steamer IOLANI [of Glasgow, 981 tons register, official number 85873], from Chittagong to Port Said, with a cargo of grain. On the 4th February the Indian Government brig *Chinsurah* was anchored too close to the *Iolani*, just below the Moish khali moorings in the Kornafuli river (Chittagong coast) and at midnight, in swinging to the ebb-tide, the brig slightly fouled the *Iolani*. No damage to steamer or cargo. No loss of life. (No report of the brig *Chinsurah* had been received in this Department.)

35. The British screw steamer MAHRATTA [of Glasgow, 505 tons register, official number 53368], from Chittagong to Calcutta, with a general cargo. On the 5th February the steamer was proceeding up the Hooghly river under pilotage charge. On coming round Fulta point she came into collision with a boat (name unknown) laden with straw. The pilot having warned the boat (which was one of two conjointly conveying a load of straw), had eased down to allow them time to get out of the channel, but on the steamer's near approach when, if the boats had kept to their original course, they would have been well clear, instead of which they deliberately turned sharp round and attempted to cross from the westward to the eastward. The *Mahratta's* engines were stopped, and at the time of the accident was going full speed astern. The steamer's stem broke in the side of the boat, which, however, did not sink, but was pulled to shore and beached. The crew of the boat were safely landed on shore by the steamer's boat. No damage to steamer or cargo. No loss of life. (The collision was apparently due to the fault of the men in charge of the boat.)

36. The Native craft RAMPARSAD [of Porbandar (Gujarát), 41 tons register, official number 62], from Porbandar to Surat, with a cargo of slabs of stones. On the 6th February, when 15 miles to the eastward of Diu (Káthiáwár coast), the craft met with stormy weather and began to ship seas. The crew exerted themselves to the utmost in bailing out water, but to no purpose; cargo was jettisoned in order to lighten her, and this too proved of no avail. She was ultimately allowed to pursue her own course, and drifting along she was anchored off Dáhánu on the 7th, whence she was taken to Surat. Little or no damage to craft; cargo worth Rs. 75 was lost. No loss of life.

37. A British Indian boat (no name) [of Forashganj, 24 tons register, no official number], from Calcutta to Forashganj, with a cargo of salt. On the 7th February, when in the Mohinda khal in the Megna river (Sunderbuns), owing to the strong current, the boat struck on a snag and sank. She was subsequently recovered, having sustained damage to the amount of Rs. 160; cargo all lost, value Rs. 793. No loss of life.

38. The British Indian wooden barque MARCHIONESS OF LONDONDERRY [of Calcutta, 699 tons register, official number 23464], from Calcutta to Maskat, with a cargo of rice. At 7 P.M. on the 7th February the barque, under pilotage charge, commenced to unmoor at Garden reach, Hooghly river; there being two turns in the hawse, it took some time to get clear of it. At 10-30 P.M. she swung to flood, the port anchor being aweigh and halfway up to the pipe, when the chain jammed on the windlass and could neither be slacked away nor hove in. Directly the tide began to make a little, the pilot, on observing the vessel drifting quickly up the river, and the ship *Merwanjee Framjee's* light close under her stern, he immediately put the helm hard-a-starboard to try and sheer clear of the *Merwanjee Framjee,* but the helm would not answer, the starboard anchor being down with 45 fathoms shackle abaft the windlass. At

11 P.M. the *Marchioness of Londonderry* fouled the *Merwanjee Framjee* and hung on her port bow until 3-30 A.M. of the 8th, when the ebb making down, and the *Marchioness of Londonderry* having got her port anchor ready for letting go, she drifted clear and was anchored in a safe berth. The pilot of the *Marchioness of Londonderry* commenced to heave in on the starboard chain and found there was no anchor attached to it, which accounted for the barque dragging so quickly. The *Marchioness of Londonderry* lost her starboard quarter boat, accommodation ladder, and an anchor. Value of damage, Rs. 1,000. No cargo lost. No loss of life. (The collision was accidental.)

39. The British iron ship MERWANJEE FRAMJEE [of Liverpool, 1,079 tons register, official number 47446], from Calcutta to Dundee, with a cargo of jute. The ship was lying safely moored with both anchors in the Hooghly river at Matea-bruj on the 7th February ready for sea, and waiting for a steam-tug to proceed down the river on the 9th. At 11-20 o'clock at night, the weather at the time being fine and clear, with no wind, the first officer and an able seaman were keeping a careful watch and a good look-out, with an anchor light burning brightly. Shortly afterwards the barque *Marchioness of Londonderry* was seen drifting rapidly towards the ship, when the helm was put hard-a-port to endeavour to avoid a collision, but the *Marchioness of Londonderry* coming out struck the *Merwanjee Framjee* on the port bow. The two vessels remained in that position until about 3 A.M. on the 8th, when, with the help of two assistant harbour masters, the vessels were cleared. The *Merwanjee Framjee* lost her port hawse pipe, which compelled her to return to moorings at Calcutta to replace the same. Besides this she sustained the following damages:—The port whisker broken and lost, jib guys chaffed and destroyed, port foretopsail brace whips lost, port forebrace chaffed and spoiled, three scuttles in forecastle broken, lanyards of head gear badly chaffed and spoiled, topgallant bulwarks chaffed, anchor light broken and destroyed, and sundry other damages, estimated value about Rs. 1,536. The ship, after making good her repairs, proceeded to sea on the 18th. No damage to cargo. No loss of life. (The collision was accidental.)

40. The British iron paddle steamer HUNSDON [of Calcutta, 275 tons register, official number 49328], was employed as a tug on the Hooghly river. On the 7th February, at 11-30 A.M., the tug was towing up the barque *Rollo* in pilotage charge, and whilst proceeding up Fulta reach, Hooghly river, after rounding the point, the tug going easy, observed a country boat (name unknown) pulling out from the bank a little below the red Nun buoy; the tug ported her helm to pass between the boat and the bank, when suddenly the boat's head was turned towards the bank. The tug was immediately eased and her helm put a-starboard to try and clear the boat, but the steamer's starboard anchor caught the boat's covering and carried it away. The boat went clear and sank shortly afterwards. No damage to steamer or ship. No loss of life. (The collision was due to the fault of the men in charge of the boat.)

41. The French iron screw steamer HAVRE [of Havre, 2,663 tons register, official number 3517], from Calcutta to Marseilles, with a general cargo. On the 7th February the steamer, whilst proceeding down the Hooghly river under pilotage charge, and having slowed down preparatory to turning round to anchor at Fisherman's point, when about three-quarters of a mile above Hog river point, suddenly shoaled into six fathoms, the helm was ported hard and the engines put on full speed to turn her quicker, but she came to till the point was right ahead and grounded in four fathoms at 3 P.M. The pilot kept the engines moving ahead and astern till 3-20 P.M., but without effect, and at 10 P.M. the steamer came off, being aground for seven hours, without any assistance. At 6-30 A.M. on the 8th, the *Havre's* steam pipe having burst, through straining whilst lying aground, rendering the machinery useless, the pilot returned with the vessel to town (Calcutta). Damage to *Havre*, value Rs.13,098. No cargo

lost. No loss of life. (The casualty was caused by an error in judgment on the part of the pilot in not keeping more close to the river bank.)

I (the Port Officer) was of opinion that the accident was no doubt due to the pilot keeping a little too far from the river bank; the channel there was very narrow, less than 300 yards, the shoal occupying five-sixth of the river bed, and there were no buoys to mark the edge of the sand; the only mark was to keep close in to the bank. The edge of the sand also was very steep. It was entirely in a sense unskilfulness, but it could not, I (the Port Officer) considered, be proved to the satisfaction of a Court. The *Havre* having repaired her damage, which was not serious, was about to start, and further detention would be a heavy loss to the vessel. I (the Port Officer) concurred with the master, who stated that he could only blame the pilot for failure of judgment in not keeping close to the bank. The master also stated that the pilot was at his post on the alert, and that the leads man was in the chains sounding. I (the Port Officer) [therefore recommended the Government should express its dissatisfaction with the pilot by reprimanding him for the error in judmgent and cautioning him for the future. The pilot was a most careful officer, and this was the first time he had met with an accident since 1879.

The Lieutenant-Governor of Bengal accepted the opinion that it would be sufficient to reprimand the pilot for his error of judgment in not keeping more close to the river bank, and to warn him to be more careful in future.

42. The British iron ship SIERRA PARIMA [of Liverpool, 1,518 tons register, official number 86212], from Bombay to Rangoon in stone ballast. On the 8th February, at about 4 P.M., the ship, whilst proceeding up the Rangoon river (Burma coast), under pilotage charge, grounded on Chokey point and got off at 10-30 P.M. after being aground for 6½ hours. Value of damage to ship, £50. No loss of life. (The master, on handing his report to the Port Officer, gave it as his firm conviction that the grounding of his vessel was purely accidental; the pilot was on deck at the time, and no person, in his opinion, could have done more to prevent the accident than was done by the pilot; that he had had the same pilot to take him up and down the river in 1882, and he had every confidence in his judgment and ability as a pilot, and asked that the pilot should take the *Sierra Parima* to sea when she was loaded and ready. The casualty was accidental).

[A Court of Inquiry was held at Rangoon in the Deputy Commissioner's Court on the 26th March, under Rule XXIV of the Rangoon Pilot rules, to investigate the circumstances relative to the grounding of the above ship. The Court observed that the Prosecutor stated that there was no evidence to produce, as the vessel had left port. The Court recorded that no charge having been preferred against the pilot, and no evidence was forthcoming, did not arrive at any finding with reference to the grounding of the *Sierra Parima*, but from a perusal of the letters produced the pilot did not seem to have been to blame].

[The Chief Commissioner of British Burma asked the Chairman, Rangoon Port Commissioners, whether it was impossible for the Port Officer to have produced any evidence to the Court besides that contained in the proceedings. It was the duty of the Port Officer to assist all Marine Courts of Inquiry in ascertaining the material facts of each case and in arriving at a correct conclusion. So far as these proceedings showed, it did not appear that on this occasion the Port Officer made any endeavour to discharge his duty. The Chairman, Rangoon Port Commissioners, reported that the Port Officer stated that as the vessel sailed on the 6th March, or 20 days prior to the date on which the Court of Inquiry was held, no further evidence than that given could be produced].

43. The British iron screw steamer INCHGARVIE [of Liverpool, 1,728 tons register, official number 86264], from Shields to Bombay, with a cargo of coals. At 1 A.M. on the 8th February, the steamer, when 200 miles westward of Aden

(Red sea), met with an accident before arriving at Aden, owing to the tumbling block of valve motion having broken. The *Inchgarvie* was subsequently towed by the S. S. *Glenmore* into Aden for repairs. No damage to hull or cargo. Value of damage to machinery not reported. No loss of life. (The cause of the casualty was not reported.)

44. The British Indian muchwa NAGIN [of Bombay, 3 tons register, official number 1957, age 25 years], from Bombay to Kasa. On the 8th February the muchwa was leaving Bombay, and observing that a steamer (name unknown) was bearing down on her, she changed her course, but the sails getting entangled she capsized near the fishing stakes at Kasa, Bombay harbour. She was afterwards recovered. Little or no damage to the muchwa. No cargo on board. No loss of life.

45. The British iron ship ST. VINCENT [of Bristol, 1,377 tons register, official number 66030], from Calcutta to New York, with a general cargo. On the 9th February the ship was proceeding down the Hooghly river under pilotage charge and in tow of the steam-tug *Electric,* when at Saugor roads, at 4-15 P.M., it came on to fog, but not very thick ; the pilot not expecting it to last long, the ship proceeded, steering S. by E. The leadsman in the starboard main chains gave 4 fathoms, suddenly shoaling to a half, three, and quarter three; the pilot sighted the Middleton spit buoy about a point on the starboard bow, and at once ordered the tug to pull to the westward, but unfortunately the *St. Vincent* took the ground in three fathoms water, the Middleton spit buoy bearing S. ¼ E., distant 300 yards. She canted with head to the eastward and remained so till at 6-45 P.M., when she was got off by the *Electric* and towed into Saugor roads. She was aground for 2½ hours. The *St. Vincent* was afterwards towed back to the Upper Middleton buoy and anchored for the night in 5½ fathoms of water. No damage to ship or cargo. No loss of life. (The casualty was accidental, but the pilot was cautioned, for he should not have proceeded when the weather was so thick as to prevent his seeing the buoys).

46. The British iron ship PARTHENOPE [of Liverpool, 1,563 tons register, official number 70948], from Newcastle (Australia) to Rangoon in ballast. On the 10th February the ship was placed on the gridiron in the Rangoon river (Burma coast) by an assistant harbour master, who had her properly fastened before leaving at 7-30 P.M. During the night the gridiron gave way and the ship slipped off the blocks and laid aground till the morning of the 11th, when she was towed off by the steamers *Ava, Firefly,* and *Dalla.* Value of damage to ship *Parthenope,* Rs. 1,500. No loss of life. The casualty was unavoidable).

47. The British iron steamer CELERITY [of 350 tons register, no official number, belonging to the Indian Government], was employed in British Burma on general duty. On the 11th February, the *Celerity* was moored to a buoy off Brooking street wharf in the Rangoon river (Burma coast); the buoy shifted during the night with the strong tides, and at 2-30 A.M. she came into collision with the S. S. *Amarapoora.* No damage to *Celerity.* No loss of life. (The collision was unavoidable.)

48. The British iron screw steamer AMARAPOORA [of Glasgow, 1,618 tons register, official number 71667], from Rangoon to Port Said, with a cargo of rice. On the 11th February the *Amarapoora* was lying at anchor off Brooking street wharf in the Rangoon river (Burma coast) ; at 2-30 A.M. she swung across the *Celerity's* bow owing to the *Amarapoora* being moored too close to the latter vessel. Value of damage to *Amarapoora,* about Rs. 100. No cargo lost. No loss of life. (The buoy of the *Celerity* having dragged during the night was the immediate cause of the collision.)

49. The British Indian padow DHANPRASAD [of Surat, 24 tons register, official number 3147, age 37 years], from Bombay to Dholera, with a cargo of

rice, sugar, &c. On the 12th February the padow arrived in the Gulf of Cambay, and at 10 P.M., when about 12 miles to the South of the Khún lighthouse, owing to the tindal's ignorance of the creek, she struck upon a sank bank and gave a list to one side ; the crew, after throwing overboard 104 bags of rice, got her off. No damage to padow ; cargo worth Rs. 802 was lost. No loss of life.

50. The British iron screw steamer MECCA [of Glasgow, 936 tons register, official number 68059], from Singapore to Calcutta, *viâ* Maulmain and Rangoon, with a general cargo. On the 12th February, at 5 P.M., the *Mecca* was proceeding up the Hooghly river under pilotage charge, going easy, waiting for the ships in the reach to swing ebb. The *Glenorchy,* in tow of tug *Hunsdon,* was rounding Melancholy point going easy ; when about halfway across and near the point, the *Mecca* attempted to pass on the port side of the ship and the steam tug, but as the *Glenorchy* steered towards the point against her helm, which was hard-a-port, consequently lost the little way she had on until she recovered herself. The *Mecca* on coming up so suddenly had to starboard her helm, or there would have been a collision, which caused her to take the ground off Melancholy point. The *Mecca* came off at 3-40 A.M. on the 13th, after being aground for nearly 11 hours, and at daylight she proceeded to town (Calcutta). No damage to hull or cargo. No loss of life.

I (the Port Officer) observed that the occurrence was fortunately not attended with bad result, and that the reasons given for attempting to pass the ship *Glenorchy* at such a narrow part of the river, and where a ship in tow might be expected to sheer about and create a risk of collision, seemed sufficient to warrant the pilot's action.)

51. The British iron screw steamer PEARL [of Bombay, 366 tons register, official number 31021], from Cutch Mándvi to Bombay with ballast. On the 12th February the steamer left Mándvi, and after proceeding on a S. W. course for about ten miles (Gulf of Cutch), her propeller shaft broke. She put back, landed the passengers, and after taking in some provision left for Bombay again on the 14th under sail. On the 19th she sailed up the Bombay harbour in pilotage charge as far as the Inner lightship, whence she was towed up to her anchorage by the Government water barge. No damage to hull. No loss of life. (The cause of the casualty was not reported.)

52. The British Indian boat SCOT LOT [of Surat, 12 tons register, official number 3566, age about 30 years], from Bhávnagar to Surat, with a cargo of cotton and pomegranates. On the 18th February the boat arrived safely as far as Magdallá (Gulf of Cambay); at 11 P.M., the flood-tide coming in, the sand bank was not totally under water ; the boat being under sail, soundings were taken by means of a bamboo, when suddenly, on account of the darkness of the night, she ran upon the sand bank about two miles to the west of Magdalla. Her masts gave way, the sails were carried away, and she gave a list to one side. The boat was afterwards recovered, having sustained damage to the amount of Rs. 50. Of the cargo Rs. 1,166 worth was lost and Rs. 100 damaged. No loss of life.

53. The Native battalla KHATAUPARSAD [of Veráwal, 32 tons register, no official number], from Veráwal to Broach, with a cargo of gunny bags and slabs of stones. At 5 P.M. on the 18th February, when off Umbargaon, near the Narbada river (Gulf of Cambay), through the tindal's ignorance of the creek, the battalla struck upon a sand bank and sprung a leak. The tindal in order to lighten her threw 450 slabs of stones overboard. Little or no damage to battalla. Cargo worth Rs. 45 was lost. No loss of life.

54. The British iron screw steamer QUETTA [of Glasgow, 2,147 tons register, official number 84309], from Calcutta to London, with a general cargo. At 11-20 A.M. on the 18th February, the steamer was proceeding down the river

Hooghly in charge of a pilot, and on crossing over from Melancholy point at half flood, a number of straw boats going up on the flood literally obstructed the navigable channel; the pilot to avoid a collision was compelled to take a more northerly course than he should have done had he been able to choose the channel. Seeing there was a probability of not getting the steamer's head out in fair channel by continuing the engines ahead, the pilot stopped and backed them, but before she had strengthened her head fair down channel, the *Quetta* touched the bank off the point very slightly with her stem. Shortly after which, by the pilot manœuvring the engines, the steamer was enabled to proceed. No damage to steamer or cargo. No loss of life. (The casualty was accidental.)

55. The British iron screw steamer ASSYRIA [of Glasgow, 970 tons register, official number 67,980], from Singapore to Calcutta, viâ Maulmain, and Rangoon, with a general cargo. On the 19th February, at 2-10 A.M., the steamer under pilotage charge passed the Eastern Channel lightship and proceeded up the Hooghly river; at the upper part of Auckland channel she met with a dense fog, and the pilot turned round and anchored near the Lower Eastern Haldia buoy. After a little time, the fog having cleared, the steamer hove up her anchor and proceeded up the channel. The pilot picked up the land on the northern point of the Haldia river right ahead, at once ported the helm and hauled up the channel, but thinking that the steamer was rather close, she was hauled out from the bank and lost sight of it, owing to the fog again being very thick. The pilot anchored the steamer, as there was one vessel astern of her and several going down. Shortly afterwards a large steamer passed the *Assyria* on the port side, and when the latter was clear of the steamer's stern, the pilot ordered half speed ahead and put the helm hard-a-starboard, thinking he would see the land in ample time to go astern full speed and back out. The engines did not move quickly after the telegraph had been turned on full speed astern, and when they were going astern the *Assyria* took the ground on the flat above the Haldia tripod running up to about her twelve-feet mark. At 10 A.M. the S.S. *Madras* took the steamer in tow, but was unsuccessful in getting her off. An hour later, the tide having fallen, the *Assyria* was cast off, and the *Madras* left for town (Calcutta) with the mails and passengers. At 6 P.M., as the *Sind* was swinging flood, the *Assyria* passed hawsers, when at 8 P.M., the steamer came off at first quarter flood and was anchored in a suitable position for the night. The *Assyria* was aground for 18 hours. No damage to hull or cargo. No loss of life. (The casualty was accidental.)

56. The British iron ship SIERRA PARIMA [of Liverpool, 1,518 tons register, official number 86212], from Rangoon to The Channel, with a cargo of rice. On the 20th February, at about 10-30 A.M., the ship, being in charge of an asssistant harbour master, was dropping down the river with the ebb-tide preparatory to her being moored in another berth. The line used in moving the *Sierra Parima* parted and the spanker boom of the ship caught the flying jibboom of the *Polynesia*, whilst off the Municipal bazar, Rangoon river (Burma coast). Value of damage to ship *Sierra Parima*, £50. No damage to cargo. No loss of life. (The casualty was accidental; both ships neglected to rig in their booms according to the Rangoon Port rule 8.)

57. The German iron ship POLYNESIA [of Hamburg, 985 tons register, official number not reported], from Rangoon to The Channel, with a cargo of rice. On the morning of the 20th February, whilst the ship *Polynesia* was moored with both anchors off the Municipal bazar, in the Rangoon river (Burma coast), the *Sierra Parima* came into collision with her. Value of damage to *Polynesia* £30. No cargo lost. No loss of life. (The casualty was accidental; both ships neglected to rig in their booms according to the Rangoon Port rule 8.)

58. The British iron ship NAGPORE [of Liverpool, 1,209 tons register, official number 47570], from Rangoon to The Channel, with a cargo of rice. On the 21st February, at 3-30 P.M., the tug steamer *Ngapoota* fouled the *Nagpore* whilst the latter ship was lying at anchor off Dalla, Rangoon river (Burma coast). Value of damage to *Nagpore*, £8. No cargo lost. No loss of life. (The casualty was accidental.)

59. The British iron steamer NGAPOOTA [of London, 89 tons register, official number 68511], was employed as a tug on the Rangoon river. On the 21st February, at about 3-30 P.M., in rounding-to she came into collision with the ship *Nagpore* off Dalla in the Rangoon river (Burma coast), carrying away the latter's mainmast and awning boom, besides bending a few stanchions. No damage to *Ngapoota*. No loss of life. (The casualty was accidental.)

60. The British iron screw steamer ASIA [of Glasgow, 1,139 tons register, official number 52586], from Madras and Báruva to Rangoon, with a general cargo and 982 passengers. On the 22nd February, at about 2 P.M., the steamer, in charge of a pilot, was proceeding up the Rangoon river (Burma coast), and the pilot whilst veering chain during a strong spring tide, the stopper not holding, caused the loss of an anchor and 30 fathoms chain, when distant a cable below the wreck buoy off Daneedau. No damage to hull or cargo. The anchor and chain were subsequently recovered at a cost of Rs. 180. No loss of life. (The casualty was unavoidable.)

61. The British composite screw corvette EURYALUS [of 1,289 tons register, belonging to Her Majesty's Royal Navy, was employed in the East India station], from Rangoon to Calcutta. On the 25th February the steamer, in charge of a pilot, whilst proceeding up Royapore reach, Hooghly river, a squall with rain struck her; shortly afterwards it came on thicker, and nothing could be seen, when the engines were put to half speed. The pilot had not anchored when the squall came on, as there was the *Futtel Razac* in tow of the tug *Alexandra* close astern, but ported the helm to keep the *Euryalus* off the sand, when suddenly the wind veered to North-West, blowing with great violence, and almost immediately afterwards she was close in to the bank; the helm was put hard to starboard, but the *Euryalus* notwithstanding took the bank forward just above Devil's point. The engines were moved full speed astern, and the vessel came off the bank shortly after the movement. No damage to steamer. No loss of life. (The casualty was unimportant in result, and was due to a thick squall which obscured objects for the time.)

62. The British Indian muchwa BALIRAJ [of Panvel, 9 tons register, official number 2891, age 22 years], from Belapur to Trombay, with a cargo of salt. At about 11-30 A.M., on the 25th February, the muchwa, whilst proceeding to Trombay, met with a strong head wind which drove her on a shoal near the Nahavikhar salt works, Bombay harbour; she immediately filled with water and sank; she was afterwards recovered. Little or no damage to muchwa. Cargo all lost, value Rs. 742. No loss of life.

63. The British Indian composite ship COUNTY OF BERWICK [of Calcutta, 996 tons register, official number 60386], from Calcutta to Mauritius, with a cargo of rice. On the 27th February, the ship, in pilotage charge, and in tow of steam-tug *Challenge*, on proceeding down the Jellingham channel, river Hooghly, in mid-channel, at 8-45 A.M., she slightly touched on a lump, as the hawsers tautened. The accident was so momentary that no bearings were taken, but the Lower Western Jellingham buoy was as near as possible, bearing S. W. by W. The vicinity was afterwards examined by the Deputy Conservator of the Port Approaches, and a depth of 17 feet water was found. No damage to ship or cargo. No loss of life. (The casualty was accidental.)

64. The Native bagla HAREEPASSA [of Cutch Mándvi (Gujarát), 117 tons register, no official number, age 29 years], from Calcutta to Aden, with a cargo

of rice. On the 19th February, whilst the bagla was passing Madras, she met with strong adverse winds which lasted for five days. On the 27th she set sail, and on passing Point Calimere, again met with strong winds, and had much difficulty in weathering the Cape. She sprung a leak; the tindal finding the water in the hold increasing, he directed her course to Devipatnam (Palk's Straits); when about two miles off that port she exhibited signals of distress. Assistance being rendered, the bagla was beached; after discharging cargo she was floated and repaired. Value of damage to bagla, Rs. 1,000; cargo worth Rs. 1,500 was lost. No loss of life.

65. The British Indian padow RAMBHAN [of Thána, 18 tons register, official number 6003, age 29 years], from Nágothna to Bombay, with a cargo of firewood. At about 4 P.M. on the 27th February, when near the fishing stakes at Karanja, Bombay harbour, the rudder broke owing to stress of weather; the padow became unmanageable, and, having filled with water, sank? She was subsequently recovered. Damage to padow, value Rs. 199; cargo all lost, value Rs. 130. No loss of life.

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66. The British Indian schooner MARIA PAULINA [of Tuticorin, 54 tons register, official number 8 of 1879], from Colombo to Tuticorin, with a cargo of gunnies and iron nails. On the 3rd March the tindal was prevented from tacking owing to another craft being immediately to windward, when the schooner was forced near the reef; at 3 P.M. she strandèd on the reefs at the South end of Vauthevoo or Church island, Tuticorin harbour (Gulf of Manár). Value of damage to schooner, Rs. 1,500. No cargo lost. No loss of life. (The casualty was caused by the carelessness of the tindal.)

67. The British Indian pattimar PALKHI [of Vengurla, 22 tons register, official number 1649, age about 14 years], from Vengurla to Bombay, with a cargo of wheat, linseed, ghee, &c. During a strong N. W. wind, on the 3rd March, the padow whilst running for shelter at Ambalgad near Jaytápur (Bombay coast), the tindal, unacquainted with the port, kept the pattimar too close to the reef, when she struck on a rock off the port and sprang a leak. Value of damage to *Palkhi,* Rs. 50; cargo worth Rs. 2,825 was lost. No loss of life.

68. The British iron screw steamer PURULIA [of Glasgow, 1,554 tons register, official number 78664], from Calcutta to Singapore, *viâ* Rangoon and Maulmain, with a general cargo and 375 passengers. The steamer was proceeding up the Rangoon river on the 6th March in pilotage charge; in coming round to the westward of Chokey point Lumps, the pilot found that the buoy had gone adrift. So the pilot closed Mack's mark with DaSilva point, then kept over to the westward until Liffey reach was open well out; after which she was hauled up Liffey reach, keeping the high trees on Pegu just inside Syriam point at about 10-30 P.M., with Liffey reach well open, Syriam pagoda open to the North of arch tree, and Dagone pagoda open to the North of the tall tree below King's point about a boat's length. With these marks the *Purulia* touched the edge of the Chokey point Lumps (Burma coast), with her starboard bilge, gave a roll or two, and went on clear without stopping on her way. No damage to steamer or cargo. No loss of life. (The casualty was unavoidable, as it was afterwards found on surveying that the lumps had shifted from 75 to 100 yards into the navigable channel).

[A Court of Inquiry was held at Rangoon in the Deputy Commissioner's Court on the 11th April, under Rule XXIV of the Rangoon Pilot rules, to investigate the circumstances relative to the grounding of the *Purulia.* The Court held that no blame whatever attached to the pilot on account of the S.S. *Purulia* touching on Chokey Lumps on the 6th March. The Lumps having

extended to the westward, the marks by which it used to be cleared had become misleading. The pilot was therefore acquitted.]

The Chief Commissioner of British Burma confirmed the finding of the Court acquitting the pilot of all blame.

69. The British Indian muchwa JEYDEVI [of Surat, 5 tons register, official number 2522], from Tárápur to Gogha, with a cargo of rice. At 8 P.M. on the 8th March, owing to unfavourable weather and the darkness of the night, the muchwa struck on a sand bank about six miles to the westward of the Bhagvá-dandi lighthouse (Gulf of Cambay). She gave a list to one side, and in order to lighten her 25 bags of rice were thrown overboard. She got off without having sustained any damage. Cargo worth Rs. 146 was lost. No loss of life.

70. The British Indian kotia PUDARATH [of Bombay, 66 tons register, official number 3064, age 21 years], from Ponáni to Bombay, with a cargo of jungle wood scantlings, planks, and bamboo blinds. On the 9th March the kotia sprung a leak when off the port of Calicut (Malabár coast); all efforts to bail the water out were of no avail. She reached Mount Dilly where, having met with contrary winds, she was compelled to return and anchor close to the shore at the mouth of the Balliapatam creek. No damage to kotia or cargo. No loss of life.

71. The British Indian padow KASHIPRASAD [of Bulsár, 14 tons register, official number 993], from Bombay to Dholera, with a cargo of iron, gunnies, &c. At 12 P.M. on the 9th March, owing to the darkness of the night, the padow struck on a sand bank about 10 miles to the westward of the Bhagvá-dandi lighthouse (Gulf of Cambay). She give a list to one side, and in order to lighten her a portion of the cargo was thrown overboard. She got off without sustaining any damage. Cargo worth Rs. 473 was lost. No loss of life. (The casualty was caused by the carelessness of the tindal.)

72. The British iron ship CALLIRRHOE [of Liverpool, 1,249 tons register, official number 54,927], from Calcutta to Liverpool, with a general cargo. At 11-10 P.M. on the 9th March, the ship, whilst lying moored in the lower part of Garden reach, Hooghly river, in 7½ fathoms of water, and about a quarter of a mile below Messrs. Gladstone Wyllie's yard in mid-channel, lost an anchor and 35 fathoms of chain when swinging to the flood. No damage to hull or cargo. Cost of recovering anchor and chain, value Rs. 329. No loss of life. (The casualty was unavoidable.)

73. The British Indian padow SUMSHARE [of Anjanvel, 20 tons register, official number 6839, age 18 years], from Anjanvel to Bombay, with a cargo of ground nuts and jaggery. At about 5 P.M. on the 9th March the padow sprung a leak; attempts were made to put her in the Adhay creek near Bánkot (Bombay coast), but when at the entrance she struck on a sand bank. Damage to padow, value Rs. 400; cargo worth Rs. 1,365 was lost. No loss of life. (The casualty was caused by the carelessness of the tindal.)

74. The British iron screw steamer PARKLANDS [of West Hartlepool, 1,134 tons register, official number 81511], from Maulmain to Port Said, with a cargo of rice. On the morning of the 9th March the pilot went on board the steamer, cleared hawse and unmoored ship, hove up the starboard anchor, and remained with 20 fathoms of the port anchor abreast of Messrs. Strang Steel & Co.'s upper yard, in the Maulmain river, ready to go to sea. The steamer swung for flood at 1 P.M., and about an hour afterwards a sudden rush of flood, with strong eddies made. The steamer broke her sheer head to the westward; the helm was immediately put hard to starboard, same time paying out chain. The telegraph was rung for the engines to go full speed astern, but to no purpose. She did not recover herself; the heel touched on the Mopoon sands in the Maulmain or Salween river (Burma coast), and went broadside on to the tide, which caused her to drag more on to the sands with 60 fathoms chain out. She was still dragging broad-

side on to the sands with engines going full speed astern till she slued. On the 10th the pilot ran a hawser out to the nearest ship for the purpose of getting her afloat with the aid of the steam tug *Tavoy,* which failed to attend. Meantime cargo was discharged, and at low-water the tug anchored in the channel, a long distance from the steamer; she tried to pass hawsers, but failed to reach, in consequence of her not being in a proper position. When the gauge showed 15 feet, the pilot set the engines full speed astern, till she began to slue again. On the 11th the tug was brought up and anchored near her former position; and in endeavouring to pass hawsers the lines were carried away. On a second attempt being made with the same object the ship's boat nearly capsized, so the engines were set full speed astern, but of no avail until the tide had fallen. In the afternoon, at low-water, she ran out a stream anchor from her starboard quarter into deep water, and hove it tight to keep her from drifting further on the bank; at slack water the tug again came and anchored in a like manner; passed ship's hawser to the tug, but it did not reach her. The master of the tug sang out to haul in, that he would pass his hawser. The pilot hauled the tug's hawser in, which eventually gave way; the ship's engines being kept full speed astern all the while, she gradually dragged broadside on to the bank. Finally, on the 19th March, after having discharged about 1,500 tons of her cargo, she floated, having been aground ten days. The *Parklands* sustained no material damage by her accident, neither was any portion of her cargo lost, but it was reported that the expenses incurred in getting her off amounted to about £1,000. The damage to the cargo was not reported. No loss of life.

[A Court of Inquiry was held at Maulmain in the Assistant Commissioner's Court on the 22nd March, under Rule XXVI of the Pilot rules to inquire into the conduct of the pilot, who was charged with carelessness, neglect, and unskilfulness in having allowed the S. S. *Parklands* to drag her anchor and ground. The Court, having duly considered all that had been brought before it, were of opinion that the pilot was guilty of gross carelessness in allowing the S. S. *Parklands* to drag her anchor and thereby got aground—(1) in having had only 20 fathoms of chain out, knowing, as he ought to have done, the strength of the current, being spring tides; (2) in having no one at the wheel to keep the vessel straight to the tide; (3) in not remaining himself in a commanding position to watch the movements of the ship. The Court recommended the licensed certificate of the pilot be suspended for a period of six months.]

The Commissioner of the Tenasserim Division remarked that the steamer *Parklands*, drawing 21 feet 5 inches, was, it appeared, unmoored and got ready to proceed to sea by the pilot on the 9th March. She swung to the flood-tide at about 1 P.M., and not long afterwards dragged her anchor, took a sheer to starboard, and ultimately got aground on the western side of the channel. She remained there till the 19th, when, after discharging some of her cargo, she was got off. The Court found that the pilot was guilty of gross carelessness (1) in having only 20 fathoms of chain out, knowing, as he ought to have done, the strength of the current, being spring tides; (2) in having no one at the wheel to keep the vessel straight to the tide; (3) in not remaining himself in a commanding position to watch the movements of the vessel. As regards the first two points, the evidence clearly established that there were only 20 fathoms of chain out till after the ship began to drag, it being the day of new moon and consequently spring tides, and also that, until after the ship took a sheer, there was no one at the wheel. As regards the third point, the evidence was not so clear, being to the effect that the pilot was somewhere on deck. One witness said aft and that it was after the vessel took the sheer that he went on the bridge. There was practically no defence, the pilot relying mainly on his report of the occurrence. That report was a simple narrative of events, and, except that it went at length into the measures taken in the attempt to

bring up the ship after it was discovered she was dragging her anchor, it differed in no material respect from the account of the occurrence which was given by the witnesses before the Court; and the fact remained that with steam power apparently ready for immediate use, this vessel was prepared to go to sea in such a negligent and unskilful manner that such power was of no avail to prevent her being swept from her anchorage and driven aground by the mere ordinary force of the tide. Whatever the precise amount of chain which ought to have been allowed in order to enable the vessel to hold to her anchorage, it was perfectly plain that, when this was reduced to so small amount as 20 fathoms, it was the duty of the pilot to exercise the greatest caution in watching the result, and to be ready on the shortest notice to meet any emergency which might arise from such reduction; but here it was evident that the pilot did not exercise such care, and was not ready to meet such emergency, for he had not even stationed any one at the wheel, and only went on the bridge after the vessel had not only dragged but taken a sheer. The Court, however, which included two nautical gentlemen, were unanimously of opinion that 20 fathoms was too small an amount of chain to have allowed under the circumstances, and the Commissioner of the Tenasserim Division had no doubt as to the correctness of their conclusion. The defence set up, that there was a sudden rush of tide with strong eddies, and that the ship took a sheer, was quite untenable, for it was the plain duty of the pilot at spring tides to expect the former and to provide both against it and against the latter. The Court had recommended that the pilot's license should be suspended for six months; and as the Commissioner of the Tenasserim Division concurred with the Court in considering that the pilot was guilty of gross carelessness, he did not think the punishment too severe. The Commissioner of the Tenasserim Division accordingly directed that the pilot's license be suspended for six months, from the 9th March, the date of the accident.

75. The British wooden ship GRAMPIAN [of Liverpool, 1,492 tons register, official number 70868], from Liverpool to Rangoon, with a cargo of coals. The ship was proceeding up the Rangoon river on the 10th March in charge of a pilot and in tow of the steam-tug *Defiance*. At 1 P.M. she anchored below the Hastings' waiting for water. She weighed and steamed across the Hastings' at about 4 P.M. There not being sufficient space to turn the *Grampian*, as she was drawing over 22 feet of water, according to Rule II in the lower part of the harbour—owing to Rule XII not being adhered to, and a clear channel of 240 yards being left between the ships moored there—the pilot was compelled to come up head first and steamed carefully up to a berth where the ship could be moored in safety. When rounding to head to the southward, the pilot, on observing that the *Grampian* was approaching the *Maracas;* gave the order to the steamer to go full speed astern. This order, for some reasons unknown, not being carried out, the pilot let go the starboard anchor; notwithstanding the precautions taken for the safety of the vessel, it could not prevent the accident occurring, and at 5-30 P.M. the *Grampian's* port quarter unfortunately came into collision with the *Maracas* lying moored in the harbour off Brooking street wharf, Rangoon river (Burma coast). Value of damage to *Grampian*, £50. No damage to cargo. No loss of life.

[A Court of Inquiry was held at Rangoon, in the Assistant Commissioner's Court, on the 22nd and 30th March, under Rule XXIV of the Rangoon Pilot rules, to investigate the circumstances relative to the collision between the ships *Grampian* and *Maracas*. The Court was of opinion that the pilot did bring up the *Grampian* at high-water, and that he rounded the ship to after crossing the Hastings' at the first place he arrived at, where he could turn and find a berth for the ship at low-water. The evidence showed that Rule XII of the Port rules, regarding the keeping of a clear channel of 240 yards, was not

observed in any part of the harbour, and that it was owing to the neglect of this rule that the pilot was unable to turn his ship lower down in a place where she could lie in safety, should circumstances not have allowed him to get up that night. The Court considered that the pilot did the best possible for the ship, and that he was free from all blame. He was therefore acquitted.]

The Vice-Chairman, Rangoon Port Commissioners, stated that the non-observance of Rule XII of the Port rules was not brought to the notice of the Commissioners by the Port Officer. No doubt the Rangoon river portion of the harbour was much crowded during February and March, but at the same time the Pegu river, which is within harbour limits, and in which from 30 to 60 vessels have been moored in previous busy seasons, was almost empty. The latter portion of the harbour should, the Commissioners considered, have been utilised to greater extent in the present season.

The Chief Commissioner of British Burma, on reviewing the proceedings of the Court, observed that it was certain that the pilot brought up the *Grampian* with the tide stem foremost in contravention of Rule II of the Rangoon Port rules. The President of the Court of Inquiry, in examining the witnesses, ought to have brought this point out distinctly, and should then have called on the pilot to show clearly why he disobeyed the rule. The pilot said that he was obliged to come up with his vessel head first, because Rule XII, which required a clear channel of 240 yards to be kept between the ships in port, had been neglected by the Port authorities. His contention, the Chief Commissioner gathered, was that there was no room left for him to turn after crossing the Hastings'. Witnesses should have been clearly examined on this point. The place at which the *Maracas* was lying should have been accurately ascertained. It should have been seen whether any other vessels were anchored low down in the port so as to prevent the pilot from obeying Rule II. If this had been done, there would have been ground for a definite finding on the pilot's plea. As it stood, he must have the benefit of the doubt, and his plea must be accepted as far as it went. But supposing that the pilot found, after crossing the Hastings' that he could not obey Rule II, still it was open to him to have refused to have gone on until he could turn safely, and he had no business to do anything likely to cause danger to his own ship or to other vessels; he was therefore not free from blame, and the Chief Commissioner declined to confirm the finding of the Court to that effect. The Chief Commissioner directed that the pilot's licence be suspended for 15 days from the date of the Court's finding, *i.e.*, 30th March.

76. The British iron ship MARACAS [of Glasgow, 1,447 tons register, official number 86671], from Rangoon to The Channel, with a cargo of rice. On the 10th March the ship was lying at anchor off Brooking street wharf in the Rangoon river (Burma coast); at 5-40 P.M. the ship *Grampian,* in endeavouring to round-to, struck the port mizen rigging and mast of the *Maracas.* Value of damage to *Maracas*, Rs. 350; no damage to cargo. No loss of life.

77. The British Indian mahangiri BHAGAWANTI [of Urán, 19 tons register, official number 2025, age 25 years], from Nágothna to Bombay, with a cargo of firewood. At about 10 A.M. on the 10th March, the mahangiri struck on a rock near Peerwadi, Bombay harbour, and sprung a leak. Value of damage to mahangiri Rs. 150; cargo all lost, value Rs. 130. No loss of life. (The casualty was caused by the carelessness of the tindal.)

78. The British iron ship THALATTA [of Liverpool, 1,748 tons register, official number 84132], from Calcutta to Liverpool, with a cargo of wheat and jute. On the 10th March the ship was proceeding down the Hooghly river in charge of a pilot and in tow of the steam-tug *Defiance.* On rounding Fulta point, at 12-50 P.M., the eddies caused her to sheer to starboard, and before the steamer could slack away sufficient of her port hawser the tide forced her round, causing the *Defiance*

to come into collision with the *Thalatta's* port quarter, thereby denting in one plate slightly in the bulwarks by the mainbrace bumpkin, and parting the chain jumper guy of the same belonging to the ship. Value of damage to *Thalatta* not known. No cargo lost. No loss of life. (The casualty was accidental.)

79. The British iron paddle steamer DEFIANCE [of Calcutta, 223 tons register, official number 41003], was employed as a tug on the Hooghly river. On the 10th March, at 12-50 P.M., the tug was towing the ship *Thalatta* down the Hooghly river, and when rounding Fulta point the *Thalatta* took a heavy sheer to the westward, turning the tug round completely, and before she could get sufficient port hawser slacked, the steamer's port quarter came into collision with the ship, the *Thalatta* breaking one awning stanchion and denting in two plates of bulwarks of the steamer. The ship slipped her hawser and anchored. At 1-20 P.M. the tug went ahead, passed hawsers, and safely proceeded to sea. Value of damage to *Defiance* not known. No loss of life. (The casualty was accidental.)

80. The Italian iron screw steamer BIRMANIA [of Genoa, 1,562 tons register, official number 10624], from Leghorn to Calcutta, with a cargo of salt and marble. It appeared that on the 10th March the steamer was proceeding up the Hooghly river in charge of a pilot; and at 12-30 P.M., whilst rounding Fulta point, on observing the ship *Thalatta* right off in tow of tug *Defiance,* apparently in eddies, the pilot had to port and edge rather close in to the point in order to clear them, when a violent eddy caught the *Birmania,* and in spite of the starboard helm being put immediately hard over and the engines promptly reversed, she ran up the point, about 80 yards above the Fulta tree. At the same time the ship *Thalatta* parted her hawsers close to the *Birmania* when the latter vessel had to let go her anchors. The *Birmania* was water-borne from her foremast aft the whole time she was on shore, that is, with her stem on the river's bank; as the tide fell she gradually slid down and launched herself at low water. On the flood-tide making at about 10 A.M. on the 11th she floated and proceeded up to town (Calcutta). She was aground for 9½ hours. No damage to steamer or cargo. No loss of life. (The casualty was accidental, due to strong tides and eddies.)

81. The British iron ship SIERRA MORENA [of Liverpool, 1,285 tons register, official number 74469], from Rangoon to Liverpool, with a cargo of rice. At 1-30 P.M. on the 10th March, as the assistant harbour master was re-mooring in the Rangoon river, the ship broke her stem rope and ran into the ship *Duncow's* port quarter whilst the latter vessel lay moored with two anchors off the Town Church (Burma coast). No damage to the *Sierra Morena* or cargo. No loss of life. (The casualty was accidental.)

82. The British iron ship DUNCOW [of Liverpool, 1,635 tons register, official number 78806], from Rangoon to Liverpool, with a cargo of rice. On the 10th March, at about 1-30 P.M., whilst the ship *Duncow* was lying at anchor off the Town Church, Rangoon river (Burma coast), the *Sierra Morena's* rope parted owing to a bore coming up at the time, and the latter ship came into collision with the *Duncow*. Damage to *Duncow*, value about £30. No cargo lost. No loss of life. (The casualty was accidental.)

83. The British Indian muchwa SALAMATY [of Bombay, 7 tons register, official number 2225; age 17 years], from Bánkot to Máhim, with a cargo of firewood. On the 11th March, at 6-30 P.M., the muchwa attempted to enter the Revdanda creek for shelter, but was drifted opposite the Korlai fort (Bombay coast) owing to excessive high winds. Value of damage to padow Rs. 75; cargo all lost, value Rs. 60. No loss of life.

84. The British wooden ship ROSSIGNOL [of Nova Scotia, 1,509 tons register, official number 66666], from Calcutta to New York, with a general cargo. The ship, whilst proceeding down the Hooghly river on the 11th March, under pilotage charge and in tow of the steam-tug *Rattler,* parted her anchor in swinging

flood about midday, and before she could be brought up again, fouled the Upper mooring buoy (oil moorings) at Matea-bruj, causing it to break adrift. The pilot, on heaving up the anchor, discovered that the forelock keeping the stock in position had broken, and that the stock had slid half on to one side o the shank, which quite destroyed the anchor's holding power. No damage to ship or buoy. No loss of life. (The casualty was unavoidable.)

85. The French iron screw steamer LIBAN [of Marseilles, 1,704 tons register, official number not given], from Suez to Colombo, with a general cargo. At 2 P.M. on the 13th of March, the steamer was proceeding down the Red sea, and when about five miles North of the Indore rock, in Annesley bay, she met with an accident to her machinery by the breaking of six tubes which were in very bad condition. She put into Aden for repairs. No damage to hull or cargo. Value of damage to engines not reported. No loss of life.

86. The British iron screw steamer KEPLER [of North Shields, 1,205 tons register, official number 76660], from Point de Galle to Rangoon, in ballast. On the 16th March the steamer, in pilotage charge, was proceeding up the Rangoon river; at 11 A.M., when abreast of Messrs. Strang Steel & Co.'s godown (Burma coast), the patent stopper being out of order, the chain ran out and parted carrying with it the anchor. No damage to steamer. The anchor and chain lost by S.S. *Kepler* were not replaced at Rangoon, neither had they been recovered. No loss of life. (The casualty was accidental.)

87. The British iron screw steamer MERTON HALL [of Liverpool, 2,647 tons register, official number 84196], from East London to Rangoon in ballast. On the 17th March the steamer in charge of a pilot was proceeding up the Rangoon river (Burma coast) on the first quarter ebb; when up to the Monkey point buoy the helm was put hard to starboard, the vessel's head came round pretty quickly, but suddenly she stopped, and her head payed off for the battery at Monkey point; the engines were reversed to full speed astern, but owing to the strong breeze from southward at the time, it had no effect in backing her off. The pilot did all that could be done under the circumstances, but to no avail, and the *Merton Hall* grounded on the Puzundoung bar; she remained there till 10 P.M., having been aground eight hours. No damage to the steamer. No loss of life.

[A Court of Inquiry was held at Rangoon in the Deputy Commissioner's Court on the 28th March, under Rule XXIV of the Rangoon Pilot rules, to investigate the circumstances relative to the grounding of the *Merton Hall*. The Court was of opinion that the evidence did not disclose any reason for framing any charge against the pilot, and that he did not appear to have been guilty of any negligence in piloting the *Merton Hall*. The pilot was therefore acquitted.]

The finding of the Court, acquitting the pilot of all blame, was confirmed by the Chief Commissioner of British Burma.

88. The Norwegian wooden ship JUNO [of Norway, 1,285 tons register, official number not reported], from Akyab to The Channel, with a cargo of rice. At 12-20 P.M. on the 21st March the ship, under pilotage charge, whilst dropping down the Arakan river at half ebb to a clear berth preparatory to going to sea, took a strong sheer and grounded on the bank, about 200 yards S.E. of the Upper black buoy in the port of Akyab or Arakan (Burma coast); after having been ashore for six hours, she was towed off again at 6-30 P.M. No damage to ship or cargo. No loss of life. (The pilot was to blame for not having taken effectual precautions by either paying out more chain or dropping a second anchor. No Court of Inquiry was held, it not being considered necessary, as the pilot acknowledged that the accident occurred through his unskilful management; he was accordingly punished by the deprivation of his license as a full draft pilot for the port of Akyab.)

89. The British iron paddle steamer SESTOS [of Calcutta, 140 tons register,

official number 30691], was employed as a tug on the Hooghly river. At 5-30 P.M. on the 23rd March, whilst the tug *Sestos* was lying moored in the Hooghly river at No. 8 mooring buoy, the steam-tug *Court Hey,* when proceeding down the river during ebb-tide with her head up stream, unfortunately came into collision with the *Sestos;* the *Court Hey's* port bow striking the *Sestos's* starboard side, thereby doing considerable damage to the latter steamer's top gear. Value of damage to *Sestos* not known. No loss of life. (The collision was accidental.)

90. The British iron paddle steamer COURT HEY [of Calcutta, 273 tons register, official number 49318], was employed as a tug on the Hooghly river. The *Court Hey,* after casting off the ship *Candahar* on the afternoon of the 23rd March, at No. 6 Esplanade moorings, river Hooghly, was dropping down between the ship *Orealla* and tug *Sestos* at No. 8 mooring buoy, when the *Court Hey's* head fell off to port. The order was given to go astern, but it was some time before it was obeyed, and the port anchor of the *Court Hey,* which was fished, fouled the *Sestos,* bending the awning stanchions about the *Sestos's* starboard gangway and doing some slight damage to her awning rafters. No damage to *Court Hey.* No loss of life. (The casualty was accidental.)

91. The British Indian muchwa TUNAJI [of Ratnagiri, 4 tons register, official number 5248, age 35 years], from Thal (Alibág) to Jaygad, with a cargo of dry fish and betelnuts. At 12 P.M., on the 24th March, the muchwa was driven by force of wind over the rocks at the mouth of the Warsoli creek (Bombay coast), and sprung a leak. Value of damage to muchwa Rs. 100; cargo all lost, value Rs. 103. No loss of life. (The casualty was caused by the tindal's ignorance of the creek.)

92. The German iron ship NESTOR [of Hamburg, 1,346 tons register, official number not reported], from Hamburg to Rangoon, with a cargo of salt. At noon on the 26th March, the ship, owing to the inattention to the lead and not keeping a look-out for the lightship, stranded N. ½ W. (true) five miles from the Krishna shoal light, Gulf of Martaban (Burma coast). After having jettisoned 400 tons of salt, she was towed off by the steam tug *Ava* on the 2nd April; she was aground for eight days. Value of damage to ship Rs. 18,000; cargo, Rs. 7,000. No loss of life. (The Surveyors reported that, when the *Nestor* was placed on the gridiron, her condition was favourable; no material damage having been sustained, it was therefore not considered necessary to hold a Court of Inquiry under Act IV of 1875.)

93. The British Indian mahangiri MARSETT [of Thána, 9 tons register, official number 6286, age 21 years], from Kalyán to Bombay, with a cargo of grass. At 4 P.M. on the 27th March, owing to the heavy force of the winds, the mahangiri was driven on a rock in the Thána creek, opposite the fort, Bombay harbour. She sprung a leak and sank, but was afterwards recovered. Value of damage to mahangiri Rs. 25; cargo worth Rs. 16 was lost. No loss of life.

94. The British iron screw steamer DELHI [of Glasgow, 1,293 tons register, official number 48666], from Jiddah to Kurrachee, in ballast. On the afternoon of the 27th March, the steamer, encountering a heavy sea, with strong southerly wind when off Jebel, Zukur (Red sea), met with an accident owing to one blade of her propeller breaking. She put into Aden for repairs. No damage to hull. No loss of life.

95. The British iron screw steamer MENZALEH [of London, 1,052 tons register, official number 63,603], from Cardiff to Point de Galle, with a cargo of coals. The steamer having left Port Said safely proceeded down the Red sea, steering a S.E. by E. course, the weather being hazy with a strong S.S.E. wind when passing the Straits. At 10-35 P.M. on the 30th March, she stranded on a sand bank one mile N. W. ½ N. of Perim island lighthouse in latitude 12° 41′ 30″ N., longitude 43° 24′ 0″ E. She jettisoned about 120 tons of the cargo, when finally she floated off into deep water and proceeded on her voyage, after

having been aground for 3½ days. No damage to the steamer; cargo valued at about £240 was lost. No loss of life. (The casualty was caused by the carelessness of the master.)

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96. The British wooden barque DALHANNA [of Glasgow, 972 tons register, official number 72637], from Rio Janeiro to Calcutta, in ballast. The barque, in charge of a pilot, started without steam from Saugor on the 1st April at 1-45 P.M., and whilst proceeding up the Hooghly river through the back of the Hooghly, she took the ground off the point and swung with her head on to the point. At 2-10 P.M. she floated, having swung with her head to the southward, and was anchored in the Eastern Gut, James and Mary's. At 6 P.M. she hove up and proceeded to Nynan, where she anchored for the night. She was aground for half an hour. No damage to barque. No loss of life. (The casualty was unavoidable.)

97. The Italian wooden barque FORTUNATO [of Genoa, 979 tons register, official number not reported], from Rangoon to The Channel, with a cargo of rice. On the 4th April the barque, in charge of a pilot and in tow of the steam-tug *Ajax*, started from the Rangoon town at about 2 P.M. and safely proceeded down the river till 7 P.M, when she anchored for the night outside the spit, off Elephant point. At 5-45 A.M. on the following day she was turned round from her anchorage, the tide being quarter ebb, a very light air from the N. W., and after proceeding for a time the pilot observed that the barque was going very slowly, he hailed the steamer and asked what was the matter; the master of the tug replied that the steamer had burst several tubes of the boiler and wanted to cast off. The pilot refused to let the tug go, as by that time the barque was close down the Outer black buoy, where he could not anchor the vessel without grounding at or near low-water. Under these circumstances, the pilot was compelled to go on, as it did not appear possible to avoid the ship going on shore. The barque was simply allowed to drift with the tide as far as the depth of water would permit, and she grounded on the bar at 7-35 A.M. between the Outer black and Fairway buoys, Gulf of Martaban (Burma coast). The tug afterwards towed the ship at one-third below the Outer black buoy; at about 8-30 A.M. the flood met her, so she drifted back a little and then anchored till high-water, with the ship fastened to the steamer by hawsers. The barque was aground for an hour. No damage to barque or cargo. No loss of life. (It was reported that owing to the tug *Ajax* being unable to tow the barque *Fortunato* out to sea in time to save water, the casualty occurred.)

[A Court of Inquiry was held at Rangoon in the Deputy Commissioner's Court on the 23rd April, under Rule XXIV of the Rangoon Pilot rules, to investigate the circumstances relative to the grounding of the barque *Fortunato*. The Court recorded that from the evidence adduced there seemed to have been no reason to have framed a charge against the pilot. If the ship grounded at all she seemed to have done so in consequence of the tug having broken down. The pilot was accordingly acquitted.]

The Chief Commissioner of British Burma confirmed the finding of the Court, acquitting the pilot of all blame.

98. The British wooden ship THE GOOLWA [of London, 718 tons register, official number 48750], from Adelaide to Vizagapatam, in ballast. The ship arrived at Vizagapatam on the night of the 8th April and anchored in the Outer roadstead in 10 fathoms of water, with the flagstaff bearing N. W. by W. ½ W. (Madras coast); at 2 P.M., during calm weather, with a short rip in a choppy sea the cable parted whilst bringing up ship in the Inner roadstead for the purpose of loading; she lost an anchor and about 15 fathoms of chain. Value of anchor and chain, about Rs. 450. No damage to hull. No loss of life.

99. The British Indian dingy FATTEHSAVAI [of Bombay, 47 tons register, official number 4176], from Surat to Porbandar, with a cargo of seeds, dhál, &c.

The dingy left Surat on the 7th April and proceeded safely for a mile in the Tapti river (Gulf of Cambay), when owing to ebb-tide the anchor was cast. On the morning of the 8th, after going another mile further, she again anchored, and at noon she left with the tide, but was suddenly driven back towards Surat, and running on the anchor of another craft, she sprung a leak, and got swamped. Value of damage to dingy, Rs. 300; cargo all lost, value Rs. 1,695. The dingy was afterwards recovered. No loss of life.

100. The German iron ship CONSTANZE [of Hamburg, 978 tons register, official number not reported], from Hamburg to Rangoon, with a general cargo. The ship was proceeding up the Rangoon river without steam on the 8th April in pilotage charge, and whilst backing and filling round Elephant point, wind N.W., and first quarter flood-tide, the eddies swept the vessel alongside the bluff bank, where, at 1 P.M., she slightly grazed and backed off without stopping. As the wind veered to the westward, she made all sail and stood to the northward on the port tack; off Deepwater point wind baffling between West and N. W. When halfway between Bassein and Crossing creeks the pilot hove the ship in stays; after hauling the afteryards the wind baulked whilst the ship hung for a short time till she gathered a good sternboard, and her head payed off; the foreyards were heavy to haul, but they were braced round; the ship filled on the starboard tack and had gathered steerage way, although rather close to the eastern bank. Suddenly the ship took flat aback, and her head payed round to the N. W., gathering sternway again. The pilot observed at once that, if checked with the anchor, her stern must swing back and take the bank (it being very near high-water), where she would remain in a very critical position after the tide fell. The only resource was to let her fall alongside the steep bank, which she did with her head up river just below the Devil's hole. About ten minutes afterwards the flood-tide cutting her stem out, she swung, the wind being to the westward; keeping her head against the bank, she fell alongside it, head down and grounded at 3 P.M. The pilot immediately ordered a kedge anchor to be run out from the starboard bow, which was done, but unfortunately, when a strain was hove on it, the warp parted at about 40 fathoms; the stream anchor was then got ready, but by this time the tide had fallen, and running strong ebb, so that it was impossible to run it out in the direction required, but all was ready to run out at low-water slack. At 8 P.M., about half ebb, the tide cut in under her port quarter and swung her right round; she remained aground five hours and then dropped down with the tide, grazing the bank for a little distance, until the tide floated her off; it then let go the anchor and dropped her down to abreast of Bassein creek at 9-15 P.M., and she anchored for the night in 10 fathoms low-water. At 12-30 P.M. on the 9th she got underweigh, tide just making flood and moderate sea breeze, the topsails, fore and main topgallant sails were set. Between Crossing creek and Devil's hole the ship lost her steerage way, and the pilot ordered the port anchor to be let go; but she being nearly head up, and the flood binding hard into the bight, veered out to 25 fathoms to the water before she began to cant with her stern in; by this time the ship was rather near the bank, held on the chain, but she tailed the edge of the bank in swinging, which brought her alongside head up. She again laid aground for an hour and a half, when she was towed off by the tug *Ngapoota* (which was passing up at the time), and anchored off Rangoon town at 5-30 P.M. Value of damage to *Constanze*, Rs. 700. No cargo lost. Cost of recovering warp and kedge anchor Rs. 70. No loss of life. (The casualty was attributed to the sudden shifting of the wind when the ship was too near the bank.)

[A Court of Inquiry was held at Rangoon in the Deputy Commissioner's Court on the 18th April, under Rule XXIV of the Rangoon Pilot rules, to investigate the circumstances relative to the grounding of the German barque *Constanze* on three several occasions whilst she was proceeding up the Rangoon river. The Court was of opinion that the pilot was not to blame in any way,

there being no grounds for framing a charge against him. The pilot was accordingly fore acquitted.]

The Chief Commissioner of British Burma accepted the finding of the Court acquitting the pilot of all blame.

102. The British Indian padow RUPAREL [of Bombay, 10 tons register, official number 1974, age about 40 years], from Navsári (Gujarát) to Bombay, with a cargo of babulwood. The padow had left Navsári on the 8th April and anchored off Jelalpur owing to low-water. On the following day she proceeded as far as Badáli (Gulf of Cambay), where she again anchored owing to head winds. During heavy weather on the 10th April she drifted on to the bank, and after having shipped much water heeled over; she was afterwards recovered. Value of damage to padow, Rs. 100; cargo, Rs. 30. No loss of life.

103. The British Indian batalla RUPAREL [of Surat, 77 tons register, official number 3660, age 23 years], from Calicut to Surat, with a cargo of teakwood logs and bamboo blinds. The battalla arrived safely as far as Bulsár, where, at the entrance to the Gandevi creek, she was driven against a rock and sprang a leak owing to stormy weather. On the 11th April endeavours were, however, made to steer along the coast by bailing out water, but in doing so, she grounded upon a sand bank off Bhágal, about four miles to the North of the Bulsár lighthouse (Gulf of Cambay). The battalla was subsequently recovered, having sustained damage to the amount of Rs. 2,000; cargo worth Rs. 26 was lost. Crew 13 men. No loss of life.

104. The British Indian brig AMANATAR RAHAMAN [of Chittagong, 119 tons register, official number 16 of 1881], from Chittagong to Colombo and Pámban, with a cargo of rice and paddy. The brig left Colombo on the 8th April and sighted Pámban light on the night of the 10th. On the 11th, being in 12 fathoms of water, the land was plainly visible, but through the careless navigation of the tindal the brig ran at 10 A.M. on Moosel shoal; Pulli beacon bearing N.E. by E., and Moosel island West (Gulf of Manár.) She was subsequently got off, having sustained damage to the amount of Rs. 300. No damage to cargo. No loss of life. (The casualty could have been avoided if the tindal had paid proper attention to the navigation.)

105. The British iron screw steamer CARLO [of Cardiff, 815 tons register, official number 81789], from Bombay to Marseilles, with a general cargo. On the 13th April the steamer, whilst proceeding to sea, burst her circulating pump when near the Outer lightship, Bombay harbour, and put back. After a new pump was cast and fitted, all suction and delivery pipes overhauled and repaired where found necessary, she proceeded on her voyage on the 14th May. No damage to hull or cargo. Value of damage to machinery, about Rs. 3,500. No loss of life. (The cause of this casualty was not reported.)

106. The British iron screw steamer AUSTIN FRIARS [of London, 838 tons register, official number 44555], from Malta to Chittagong, in ballast. On the 13th April the steamer, whilst sailing up the Chittagong coast, was steering N. E. by N. ½ N., true, when, during quarter ebb at 3-45 A.M., she slightly took the ground inside Red Crab reef in latitude 21° 29′ N., longitude 91° 51′ E. She remained aground until next tide, when, having pumped out the after ballast tank, she refloated and proceeded on her voyage. No damage to steamer No loss of life. (The master reported that the grounding was caused owing to the strong S. E. set.)

107. The Dutch iron screw steamer PRINZ VAN ORANGE [of Amsterdam 2,144 tons register, official number not reported], from Batavia to Amsterdam, with a general cargo. On the 14th April, when in the Gulf of Aden, the steamer met with an accident to her machinery owing to the lower pressure piston having broken; she anchored off Rás Marshig lighthouse to replace it with a new one. No damage to hull or cargo. Value of damage to machinery, not reported. No loss of life. (The cause of the casualty was not reported.)

108. The British Indian muchwa MACHERI [of Bulsár, 6 tons register, official number 1576], from Bilimora to Dholera, with a cargo of jowari and mats. The muchwa arrived safely as far as Navsári bar, where, owing to the wind having failed, she was obliged to anchor; two days afterwards she proceeded on her course, but on the 16th April, when seven miles to the West of Bhagva (Gulf of Cambay), she shipped seas owing to rough weather, and was in danger of foundering. The crew, in order to lighten her, threw overboard a portion of the cargo. No damage to muchwa; cargo worth Rs. 92 was lost. No loss of life.

109. The British Indian iron barque NIGHT HAWK [of Calcutta, 651 tons register, official number 2362, age 29 years], from Bombay to Calcutta, with a cargo of salt. The barque in charge of a pilot sailed up to Fulta, in the river Hooghly without steam, and brought up at 6-45 P.M. on the 17th April. She anchored in 6½ fathoms of water, the Fulta buoy being well open with the Upper Fulta mark, with 26 fathoms of chain out. At 11-30 P.M. she grounded on the Fulta flat, caused through dragging her anchor during the night. The pilot hauled her out the next evening (18th) at 9-45 P.M., slipped an anchor and 30 fathoms of cable, also a kedge, made sail, and brought up at Fisherman's point at 10-45 P.M. On the morning of the 19th she weighed and sailed up to town (Calcutta). Cost of recovering anchor and cable, Rs. 166. No damage to hull or cargo. No loss of life. (The casualty was unavoidable).

110. The British iron screw steamer CASTELLO [of London, 1,483 tons register, official number 27042], from Point de Galle to Marseilles, with a cargo of seeds. At 9 A.M. on the 18th April, the steamer, when in latitude 9° 13′ N., longitude 65° 21′ E. (Arabian sea), met with an accident through a crack in the stuffing box on the lower pressed cylinder; cause not reported. She put into Aden for repairs. No damage to hull or cargo. Damage to machinery, not reported. No loss of life.

111. The British iron screw steamer CLIFTON [of Bristol, 2,665 tons register, official number 45360], from Bombay to Havre, with a cargo of wheat, linseed, and rapeseed. At 8-30 o'clock on the night of the 20th April a fire broke out on board the steamer whilst lying in the north-west wharf of the Prince's dock, Bombay harbour. An alarm was first given to the second officer by one of the cuddy servants, but the fire spread rapidly, and took a firm hold of the ship in the port alleyway. All hands were called on deck, and the fire bell was at once rung. Although the fireman with the deck hoses was shortly afterwards on the spot, some time elapsed before any water was forthcoming. The donkey engine and the hand pump on deck were set to work; immediately afterwards the steam fire engine arrived at the scene, and commenced to pour volumes of water on the burning ship. Notwithstanding these appliances, and the combined efforts of the firemen and crew of the *Clifton,* and masters and crews of other vessels in dock, who worked with a strong will and determination to overcome the foe, the fire spread with alarming rapidity, and in an incredibly short space of time the whole of the saloon amidships, the passenger accommodation, the boats on the davits, together with the awnings over the bridge and the chart-house became one mass of gleaming fire. Although immense quantities of water were being poured upon it, still the fire every moment gathered strength and perceptibly increased in extent, fed by the large amount of combustible materials which were lying about. The master, finding that their united efforts were of no avail in reducing the conflagration, ordered as a last resource the engineer to scuttle the vessel. The sea valves in the boiler and engine-rooms were consequently opened, and the ship began to fill rapidly and to settle lower down in the water. Shortly afterwards the master called out to the second engineer to close the valves as the fire was being got under, and there was no danger in the fire spreading below the 'tween decks, they being constructed of iron. Subsequently the steam fire engines, assisted by several manual engines, obtained complete control over

the devouring element, and it was successfully extinguished at about 2 A.M. of the 21st. Damage to steamer, value Rs. 35,000 · cargo, Rs. 4,000. No loss of life. The European carpenter of the steamer *Clifton* sustained serious burns, and had to be removed to the European General Hospital at Bombay for treatment. (As the case relative to this fire appeared to have been one more for investigation under the Penal Code, than for a Marine Court, the latter was not held. The Police investigation resulted in strong circumstantial proof being obtained against the carpenter of having set fire to the S. S. *Clifton* when under the influence of liquor, but it was considered they were insufficient to lead to his conviction. The *Clifton* sailed from Bombay on the 7th May after making good the damage.)

112. The British iron screw steamer RAJPOOTANA [of Glasgow, 1,312 tons register, official number 71688], from Calcutta to Rangoon, Maulmain, and the Straits, with a general cargo. On the 20th April the steamer had arrived in Maulmain or Salween harbour and anchored off the Main wharf (Burma coast). At about 3 P.M. the same day she was discharging a boiler from derrick and foremast, when the latter, which was defective, went by the board together with the maintopmast. Value of damage to steamer Rs. 9,000. No cargo lost No loss of life. (The casualty was unavoidable.)

113. The French iron screw steamer TANCARVILLE [of Havre, 1,463 tons register, official number not reported], from Chittagong to Rangoon, with a cargo of rice. On the 20th April the steamer was proceeding up the Rangoon river (Burma coast), and at noon, as the pilot was endeavouring in bringing to, the chain ran out and parted, carrying with it the anchor when above the Hastings' shoal. The anchor and chain were subsequently recovered at a cost of Rs. 270. No damage to hull or cargo. No loss of life. (The casualty was unavoidable.)

114. The British Indian craft VETAL [of Panvel, 4 tons register, official number 2991, age 29 years], from Belapur to Trombay, with a cargo of salt. At about 1 A.M. on the 20th April the craft, whilst proceeding to the Trombay barge, met with a heavy southerly wind, which, together with the strong ebb-tide, drove her against the fishing stakes at Divale in the Thána creek (Bombay coast), and swamped her. She was afterwards recovered with slight damage. The cargo was all lost, value Rs. 340. No loss of life.

115. The Native craft TRIKAM PASSA [of Jámnagar (Káthiáwár), 6 tons register, official number and age not reported], from Bedi to Bombay, with a cargo of cotton, jowari and ghee, valued at Rs. 3,850. On the 24th April the craft, after having left the Bedi creek, drifted on to a rock to the westward of Roji (Gulf of Cambay) and heeled over. The tindal tried to float her off by discharging a portion of the cargo, but unsuccessfully. On the following day she was got off with the assistance of two boats and 25 to 30 coolies. Little or no damage to craft; of the cargo a portion was damaged, valued about Rs. 1,428. No loss of life. (The casualty was caused by the negligence of the tindal.)

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116. The British wooden barque THE GOOLWA [of Aberdeen, 717 tons register, official number 48750], from Gopalpur to the United Kingdom *viâ* Madras, with a cargo of jaggery. At 3 P.M. on the 1st May, the barque, in bearing up to get underweigh, parted her chain, and lost the anchor with 20 fathoms of cable, in Vizagapatam roadstead, in 7 fathoms of water, the flagstaff bearing N.W. by W. (Madras coast). No damage to barque or cargo. Value of the lost anchor and chain Rs. 450. No loss of life. (The casualty occurred owing to a short rip on chain in a choppy sea.)

117. The British wooden ship VIMEIRA [of London, 924 tons register official number 806], from Vizagapatam to the United Kingdom *viâ* Cocanada, with a cargo of red wood. On the 1st May, at 8 P.M., during a strong S.W. wind and heavy sea, the cable parted at 45 fathoms, carrying with it the bower anchor,

whilst heaving up the anchor to shift into a proper anchorage; the Vizagapatam flagstaff bearing W.S.W., and Dolphin's Nose S. W. ½ W. (Madras coast). Value of the lost anchor and cable, Rs. 700. No damage to ship or cargo. No loss of life.

118. The British iron screw steamer GOVERNOR [of Liverpool, 1,717 tons register, official number 84098], from Calcutta to London, with a general cargo. The pilot, after having relieved the harbour master on the morning of the 4th May, began to turn below the Peninsular and Oriental Steam Navigation Company's moorings, Hooghly river, when within six points of being fully head down, the steamer being stationary, the engines were ordered half speed astern; after two or three revolutions, she stopped and went ahead, but found her heel had taken the ground on the edge of the Bishop's College sand, within the limits of the port of Calcutta. The steamer not having any headway, and she grounding broadside on the sand, the pilot, to prevent this, ordered the engines to be stopped, the port anchor was let go, and cable veered to 15 fathoms. The *Governor* remained on shore for an hour, and at 7-50 A.M. she floated off. No damage to steamer or cargo. No loss of life.

[I (the Port Officer) observed that the casualty appeared to have resulted through the Bishop's College sand having extended somewhat into the channel unknown to the pilot, and consequently no blame could be attributed to him. The steamer was uninjured, so it was considered unnecessary to take any further steps in the matter.]

119. The British iron ship BRITISH AMBASSADOR [of Liverpool, 1,794 tons register, official number 69308], from Calcutta to London, with a general cargo. On the 5th May the ship, in charge of an assistant harbour master, when dropping down the Hooghly river off the Peninsular and Oriental Steam Navigation Company's premises, the wind blowing hard from South, took a sudden sagg to leeward, having at the time a broad sheer to the southward and dragging as much chain as the assistant harbour master could possibly sheer across without tailing the Upper College sand buoy. The ship swung round to the southward, and finding she did slip clear off the buoy, the second anchor was let go, and about 25 fathoms of chain given on each cable, when she cleared the buoy, but with the strong wind blowing, she took a sternboard, and grounded on the edge of the Bishop's College sand with her heel, and swinging head down the river, her bilge rested against the sand. She, however, floated off on the flood-tide, after having slipped the starboard anchor with 15 fathoms of cable. Subsequently she proceeded on her voyage, after having been aground for about six hours. No damage to the *British Ambassador* or buoy. The anchor and chain were afterwards recovered by No. 2 Heave boat belonging to the harbour master's department, but its cost was not reported. No loss of cargo. No loss of life. (The casualty was unavoidable.)

120. The British Indian muchwa FANASHA [of Jaytápur, 18 tons register, official number 4881, age 44 years], from Bombay to Jaytápur, with a cargo of salt. At about 11 P.M. on the 5th May, the muchwa, at low-water, struck on the rocks in the Sheva creek, Bombay harbour, being old two of her planks were wrenched open by the shock, and she sprung a leak. Slight damage to muchwa; cargo worth Rs. 65 was lost. No loss of life.

121. The British Indian craft SONAPATI [of Thána, 15 tons register, official number 6104, age 26 years], from Thána to Bombay, with a cargo of straw. On the night of the 5th May the craft struck the rocks opposite Koperkhairne in the Thána creek, Bombay harbour, owing to the tindal having lost his way during the darkness of the night. She subsequently got off with damage to the value of Rs. 75; cargo all lost, value Rs. 140. No loss of life.

122. The British Indian craft YESWANTI [of Panvel, 19 tons register, official number 2140, age 41 years], from Thána to Bombay, with a cargo of straw. At about 1 A.M. on the 5th May, the craft stranded on the rocks opposite

Koperkhairne in the Thána creek, Bombay harbour, owing to the tindal's ignorance, but subsequently got off again. Value of damage to craft Rs. 25. Cargo all lost, value Rs. 160. No loss of life.

123. The British composite ship COUNTY OF FORFAR [of Glasgow, 997 tons register, official number 60409], from Bahia Blanca to Calcutta, with 580 tons sand ballast. It appeared that an assistant harbour master was appointed to transport the ship from Garden reach, where she arrived up the Hooghly river on the afternoon of the 5th May, to moorings off Hastings. The assistant harbour master boarded the ship immediately, but finding her moored, postponed moving her until the following day, presumably with the consent of the master. At 6 A.M. on the 6th, the assistant harbour master unmoored, made small sail, and whilst attempting to weigh the flood came in, the anchor dragged, and the ship above stern first grounded on the northern bank just inside the Boundary pillar. She remained ashore until the flood-tide of the 7th when she was hove off by the appliances of the Port Commissioners and her own kedge and line. She was on shore about 28 hours. The *County of Forfar* had her metal loosened and rubbed off, about the part where the ship touched the ground, which was afterwards replaced at Calcutta to the satisfaction of the surveyors. Value of damage to ship Rs. 471. No cargo on board. No loss of life.

[A Departmental Committee of Inquiry was held in the Port Commissioners' Buildings, Calcutta, on the 15th May by the Deputy Conservator, Port Approaches, to investigate the circumstances which led to the grounding of the ship *County of Forfar*. The Committee, after a careful consideration of the evidence, was of opinion that the grounding of the ship *County of Forfar* was due to the assistant harbour master having attempted to get underweigh with sail set; but as the flood-tide was coming in, when hardly any other result could have been looked for, his proper and safe course would have been to have dropped the ship up with the tide when no accident would have occurred, at least no such accident as did occur. The Committee found the grounding to be due to the assistant harbour master's unskilful handling of the ship *County of Forfar*, and recommended that he be punished with 14 days' Fire Engine look-out.]

The finding of the Departmental Committee of Inquiry was confirmed by the Vice-Chairman,

124. The Swedish wooden barque STAVANGER [of Sikis, Sweden, 939 tons register, official number not reported], from Akyab to The Channel, with a cargo of rice. On the 6th May the barque, in charge of a pilot, was proceeding down the Arakan river, Akyab port (Burma coast), when at 3-30 P.M. the strong wind prevented her from arriving at the river bar before low-water, the barque would not answer her helm in shallow water, but took a sheer to eastward and grounded on the bank to the southward of Flat island, the Lower black buoy bearing N. by W., distant half a mile. She was aground for two hours. No damage to barque or cargo. No loss of life.

125. The British iron screw steamer HUDSON [of West Hartlepool, 1,105 tons register, official number 78419], from Calcutta to Port Said, with a cargo of grain. At 10 A.M. on the 6th May, the steamer, whilst proceeding down the Hooghly river, under pilotage charge, in the lower part of Budge Budge reach, a boat (name unknown), coming up with a strong southerly wind, in attempting to cross the *Hudson's* bows, struck her side and sank off point Jelly. The steamer at the time was hardly stemming the tide; the helm was hard-a-port, and the engines reversed, but it proved of no avail. The crew of the boat were picked up by the *Hudson*. No damage to steamer or cargo. No loss of life. (The collision was caused by the carelessness of the crew of the boat.)

126. The British iron ship BERKSHIRE [of London, 1,473 tons register, official number 56906], from Akyab to The Channel, with a cargo of rice. On the 7th May the ship, in pilotage charge, was dropping down the Arakan river,

Akyab port (Burma coast), to a clear berth; at 2-30 P.M. the pilot allowed the ship to sheer over to eastward too far before bringing her up, and she grounded on the bank about a quarter of a mile to the southward of Flat island; the Lower black buoy bearing N. ⅝ E., and Savage island lighthouse S. ⅝ W. She remained on shore 17 hours, when at half-flood next morning she got off without the assistance of steam. No damage to ship or cargo. No loss of life. The casualty was caused by the carelessness of the pilot, who was not tried, but was severely censured for his negligence.)

127. The British iron screw steamer JUSTITIA [of Barrow, 1,986 tons register, official number 83983], from Calcutta to London, with a general cargo. On the 9th May the steamer, in charge of an assistant harbour master, whilst dropping down the Hooghly river from No. 5 Jetty, and when off No. 1 Calcutta moorings, the assistant harbour master had to check and steam ahead to avoid a collision with the Asiatic Steam Navigation Company's steamer *Maharani,* sheering out of Engine-house moorings, taking a slight sheer to port on starboard helm. The assistant harbour master, after clearing the *Maharani,* went ahead on port helm to square the *Justitia* up to tide; the steamer not coming round, he put her full speed astern, but with strong wind on port quarter the *Justitia* did not straighten, and gathering sternway quickly took the ground forward in 4 fathoms of water about 40 feet outside No. 15 Swinging buoy. The *Justitia* laid with her bilge against the sand about 120 feet from forward, being all afloat abaft that section. She remained till the flood-tide made at 11-45 A.M., when she swung round, floated, and proceeded on her voyage, having apparently sustained no damage to either steamer or cargo. She was aground for 6 hours. No loss of life. (The casualty was unavoidable.)

128. The British iron screw steamer MAHARANI [of Belfast, 1,047 tons register, official number 81274], from Calcutta to Bombay with a general cargo. On the morning of the 9th May the steamer left Garden reach in charge of a pilot, and at 6-20 P.M. the same day arrived and anchored at Saugor, the lighthouse bearing N. E. ¾ E., and the Long Sand lightship S. ⅛ W., veering to 36 fathoms on the starboard cable in 6 fathoms of water. After the steamer was brought up, the pilot gave orders to have steam ready for leaving Saugor at midnight. Shortly afterwards the pilot was called, when he went on deck, had a look round, and said that he would start at 1 A.M., but to heave short at 12-30 A.M. The pilot weighed at 1-15 A.M. on the morning of the 10th, the steamer athwart with her head to the westward, and the light abeam (port beam) about ⅘ths of a mile off. At this time it was blowing strong from the S. W., and it being the first of the ebb-tide the steamer was going round on her starboard helm, and when nearly round the pilot considered he would not clear the lightship's stern, so the helm was put hard to port, but unfortunately he misjudged his distance, and fouled the Long Sand lightship *Foam* in a nearly parallel position, the *Maharani's* port side just by the bridge striking the lightship on the starboard side. The *Maharani* separated immediately and was anchored; and at 8 A.M., finding the lightship *Foam* did not require any assistance, the *Maharani* weighed and proceeded, discharging the pilot at the Sandheads. During the collision the carpenter of the *Foam* jumped on board the *Maharani,* but was subsequently put on board the pilot brig, whence he was sent up to the lightship in a passing steamer. The *Maharani* damaged her boat and some stanchions, twisted one of the saloon deck beams out of position, and slightly splintered the rail. Value of damage Rs. 2,000. No cargo lost. No loss of life.

[A Marine Court of Inquiry was held at the Port office, Calcutta, on the 2nd, 3rd, 4th, and 5th July by the Acting Chief Presidency Magistrate under the provisions of section 2 of Act XII of 1859, for the trial of the pilot for alleged intemperance whilst in charge of the S.S. *Maharani,* and for having run into the Long Sand

lightship *Foam* on the morning of the 10th May, causing considerable damage to both vessels. The Court observed that the first count charged the pilot with having been "drunk" on or about the 10th May, whilst in pilotage charge of the outward bound steamer *Maharani;* the second with "incompetence, ignorance, negligence, carelessness, unskilfulness, or other default in the performance of his duty," whereby he caused the *Maharani* to come into collision with the Long Sand lightship *Foam,* whilst riding at her station. The evidence against the pilot as to the first charge was confined to the testimony of the master of the *Maharani,* and the Court recorded that it would consider that charge after the other. The Court observed that the admitted facts were, that the *Maharani* left Calcutta on the 9th May at 9 A.M., and got down to Saugor about 6 P.M., and anchored a mile from the Long Sand lightship *Foam,* the bearing of the *Foam* being S. ½ W., and the Saugor light N. E. ¾ E. Next morning the anchor was weighed at 1 A.M.; the *Maharani* was then lying to the ebb-tide, it being the first quarter of the ebb-tide. There was a strong wind blowing from the S. W. The master of the *Foam* stated that it was a moderate gale from the S. S. W., and that the tide had commenced to turn about 20 minutes before the collision. When the anchor of the *Maharani* was weighed the ebb-tide was making, and the first mate stated she was then heading to the West. When the anchor was up the helm was put hard-a-starboard and the engines slow ahead. The anchor was kept in this position for a few minutes, until the two vessels were very near. The pilot in his report stated that he weighed anchor at about 1-15 A.M. on the morning of the 10th, the vessel athwart with her head to the West, and the light abeam (port beam) about ¾ths. of a mile off. The steamer was going round on the starboard helm, and when nearly round he fancied he should not clear the lightship's stern, so put the helm hard to port, but unfortunately misjudged his distance and fouled the lightship *Foam* in a nearly parallel position, the steamer's port side just by the bridge striking the lightship on the starboard side. When the helm was put hard-a-port the master of the *Maharani* stated she was then about 300 feet from the lightship, and this was borne out by the master of the *Foam.* When the helm was put hard-a-port the *Maharani* began to pay round, but being too close she fouled in the manner described in the pilot's report. The master of the *Foam* stated that some 4 or 5 minutes before the collision, his vessel was turning to the ebb-tide and heading W. N. W. The tide had only commenced to turn about 20 minutes before. The *Foam* stayed at West for 10 minutes before heading W. N. W., as she was at the time of the collision. The Court observed that these were the admitted facts upon which the Jury were called upon to decide as to the second charge. The first mate was not on deck, and was unable to speak as to the navigation or the orders given on board. The second mate was on deck and heard the orders. He stated that after the helm was put hard-a-starboard on the anchor being weighed, it was steadied for a few seconds before the order hard-a-port was given. The original intention of the pilot appeared from his report to have been to clear the stern of the lightship. The second mate stated when the order hard-a-starboard was given, he thought it would be very close work to clear the stern of the lightship, but he believed she would have done it. He did not know why she did not do it, and when the order was given hard-a-port there was then no chance of clearing the stern. Upon these facts the Jury, after retiring, returned the following verdict:—"We are of opinion that the accused committed the default of an error of judgment. We acquit him of all the other charges. We say that he is not guilty of incompetence, ignorance, negligence, carelessness, or unskilfulness." They asked that the following rider might be added:—"The Jury desire to call the attention of the Court to the irregular manner in which the official log has been kept, and the falsification of some of the entries therein." This rider

referred to the first charge of drunkenness. As to the charge of drunkenness, there was evidence that on the afternoon of the 9th the pilot had been drinking. The master stated that at 4-30 A.M. on that day he thought he was drunk. That the pilot was drunk was denied by the other witnesses, though it was admitted that he had been pegging. The master, who stated that he was actually drunk, admitted that in none of the papers which he had written in connexion with the matter had he stated this. The charge framed by the Port Officer had no reference to what took place on the 9th, but it was important, considering how, early on the morning of the 10th, the anchor was weighed, to know whether the pilot had been drinking the night before. The master stated that the pilot went to lie down immediately after he anchored. At 12 midnight, he appeared to be much better than he had been, but he did not think him sober. He, however, said nothing to him about his state. At 12 o'clock he thought him qualified to navigate the ship. All this was stated in cross-examination. In examination-in-chief he stated the pilot appeared to be muddled and under the influence of drink. He appeared to be excited after the collision, "going about the bridge in a queer way, not appearing firm in his decision, not knowing what to do." In his report, written some days after the collision, the master of the *Maharani* suggested (if he did not say so in so many words) that he took the vessel out of the pilot's charge before the collision, the inference intended to be drawn evidently being that he did so because he considered the pilot to be drunk. This he denied before the Court. The order "hard-a-port," which he stated in the report he gave, he attempted to explain was given simultaneously with the same order by the pilot. The first and second mates both deny that the pilot was drunk on the 10th. The master admitted that at no time, either before or after the collision, did he breathe a word to the pilot of his suspicion that he was drunk. He refused to sign the pilot's report on the ground that he never signed the reports of other people. The Court recorded that the most extraordinary circumstance about the master's testimony as to the pilot being drunk was this:—The first and second mates were called upon to sign the report. They both refused to put their names to any statement in it, alleging that the pilot was drunk. The first mate stated he insisted on having the words "as regards collision" inserted opposite the place he was asked to sign, and that after the words were inserted he signed. The reason was that he could not say that the pilot was drunk. After both the first and second mates had signed opposite the words "as regards collision," it appeared that the words "and drunkenness" were added, there could have been no doubt, by the master. Both the first and second mates were positive that if the words "and drunkenness" had been in the report they would not have signed. A similar artifice was resorted to in the report in the official log. There again the words "and drunkenness" were alleged to have been added after the words "certified to the colliding," opposite the signature of the first mate and above that of the second mate. The Court remarked that the master gave his evidence throughout in a very unsatisfactory manner, and the evident falsification of the report and the official log so influenced the Jury that, after the Deputy Legal Remembrancer's (for the prosecution) address to them, they intimated that their minds were quite made up that no case of drunkenness could have been made out on the evidence of the master, tainted as it was by his conduct in connexion with the report and official log, and contradicted by the other witnesses. On that charge, therefore, the Court entered up a verdict of "not guilty" and acquitted the accused. Upon the charge of drunkenness the Court entirely agreed with the Jury. As to the verdict upon the second charge, the Court felt bound to accept it as virtually a verdict of acquittal. The Court did so because, in its opinion, it amounted to a finding that an error of judgment had been committed, but that error of judgment did not show incompetence, ignorance, unskilfulness, or negligence

in the performance of his duty. The Court confessed that it did not quite agree with this verdict; but having regard to the fact that the Jury was unanimous, the Court did not consider it necessary to dissent from it. It appeared to the Court that there could have been no excuse for a pilot misjudging his distance as he admitted he did, in a channel such as he was in at the time of the accident. The Court recorded that the Jury desired to express their disapprobation of the manner in which the master of the *Maharani* had falsified the official log. The Court could only characterise the conduct of the master in regard to the report to the Port Officer and to the official log as most disgraceful, and suggested that the Government should take it into consideration whether he should not be proceeded against under the Indian Penal Code. The pilot was accordingly acquitted by the Court.]

In pursuance of section 18 of Act XII of 1859, I (the Port Officer) recorded the following brief remarks, having reference to the evidence adduced at the trial and the conclusions arrived at by the Court on the occasion. With regard to the first charge made against the pilot, to the effect that he was drunk at or about the time of the collision with the lightship, the Court had, on the evidence brought forward at the trial, fully and clearly acquitted him, and in this view I entirely coincided with it. In reference to the second charge, *viz.*, that of having through incompetence, ignorance, negligence, carelessness, unskilfulness, or other default came into collision with the lightship *Foam*, I stated, with the opinion expressed by the Jurors that the casualty was the result of an error in judgment, that I could not fully concur with them in this view, for on a careful review of the whole circumstances I was strongly inclined to the belief that with ordinary care and forethought the collision might have been avoided. There did not appear from the evidence to have been any adverse or exceptional influences either with tide, which was then feeble or well nigh slack, or wind, or sea, neither of which were unexpectedly high for the time of year, to account for such a casualty taking place in the channel about 1¾ miles wide, and I therefore failed to see how the pilot's imprudence in standing so close to the lightship as to ultimately foul her when he had abundance of room to turn his vessel otherwise could, in my opinion, very well be justified. I quite admitted that the evidence laid before the Court on this point was somewhat meagre and vague, and this fact might have probably guided the Jurors to some extent in taking the lenient view of the case they did. This somewhat unsatisfactory state of matters, *viz.*, the inability to obtain well-founded information in support of the charges made, was simply due to the manner in which the prosecution under Act XII of 1859 was of necessity conducted, it being well nigh impossible in many similar cases to obtain much, if any, evidence of a reliable character before the Court actually assembled. The Prosecutor, as a rule, knew little or nothing of the facts of the case previous to this; of what character the testimony of his witnesses were likely to be, or what bearing it might probably have on the case. To obviate this I submitted that Act XII of 1859 required to be altered and amended so as to correspond more closely with that (Act IV of 1875) under which Marine Courts were constituted, and so admit of a preliminary investigation being held prior to the trial at which witnesses could be examined on oath, their evidence duly weighed and considered, and charges in accordance therewith thereafter framed. As at present, owing to the want of data other than that furnished by an official report from the officer to be put on his trial, or as in the present instance his accuser, the charges were of necessity of a purely formal and it might be untenable character. Were such a course as that proposed adopted, much valuable time would be saved to all concerned, and the possibility of a miscarriage of justice sensibly diminished. With regard to the alleged fraudulent additions to the official report and log-book made by the master of the *Maharani*, and to which point allusions had been made by both Judge and Jurors in the proceedings of the above Court, after the conclusion of the

trial I (in my capacity of Shipping Master) suggested that, so far as the entry in the official log was concerned, a prosecution should be instituted against the master under Act I of 1859, section 107, clause 3, for committing a misdemeanour.

The Lieutenant-Governor of Bengal observed that the facts of the case were stated in the Court's judgment. The pilot was charged *first* with drunkenness, and *secondly,* with ignorance, negligence, and unskilfulness. Of the first charge the Jury entirely acquitted him. The evidence was exclusively that of the master; and as he admitted in cross-examination that he had, after the first and second officers had signed the entry in the log-book relating to the collision, interpolated some words certifying to the pilot's intoxication, the Jury discredited his evidence. The verdict on this charge was right in view of the evidence before the Jury, which was confined to the question of the pilot's drunkenness at the time of the collision, *i.e.,* on the 10th. But in the Lieutenant-Governor's opinion there was reason to believe that the pilot was drunk whilst in charge of the vessel on the way down the river on the 9th. The master of the *Maharani,* in a letter addressed to the Agents of the vessel, which had been submitted for the information of Government, had repeated the charge of drunkenness against him, maintaining that he was intoxicated on the day preceding the collision; and the first officer, who admitted at the trial that the pilot took two "pegs" between 4 and 6 P.M. on the 9th, had also in a letter similarly addressed to the Agents, and received from them, further corroborated the master by stating that the pilot could not distinguish between the buoys on the journey down the river. The first officer considered, nevertheless, that in the pilot's state between 4 and 6 P.M. on that day it was safe to continue the voyage, but added that it was necessary, as a matter of precaution, that the master should stand by him. Having regard to the statements made on these letters, the Lieutenant-Governor considered that a charge of having been drunk on the 9th should have been framed against the pilot and formally investigated, and the omission was of so serious a nature that he directed a further inquiry into the matter. The Government would be wanting in duty to those whose lives and property might be placed in pilots' charge if it failed to insist on the fullest investigation of the grave complaint made against him. The Lieutenant-Governor, therefore, ordered that the matter be referred to a Departmental Committee to inquire into the question whether or not the pilot was drunk whilst in pilotage charge of the S. S. *Maharani* on the 9th May. On the second charge also the Jury acquitted the pilot, and this finding, although the Lieutenant-Governor could not agree with it, on the ground that there could be no excuse for the pilot's mistake in misjudging his distance from the lightship in so wide a channel, was accepted by the Judge. It appeared to the Lieutenant-Governor, however, that, holding the very reasonable opinion which he did, the Judge should have referred the case to the Government for orders under section 19 of the Act. It was now impossible for the Government to interfere with the verdict, although there could be little doubt that the collision was the result of unskilfulness on the part of the pilot. As regards the conduct of the master of the *Maharani,* in addition to the entry in the log-book, the Lieutenant-Governor considered it necessary that the matter should be judicially investigated. The master himself had requested the appointment of a Court of Inquiry for his trial under section 6 of Act IV of 1875, but this section appeared not to apply to the case. The master's conduct had apparently rendered him liable to prosecution under section 284 (3) of the English Merchant Shipping Act of 1854, and section 107 (3) of Act I of 1859, and accordingly ordered the Port Officer to take the necessary steps for his prosecution under either of these sections in consultation with the Government Solicitor. Act XII of 1859 having been recently amended, the Lieutenant-Governor was not at present prepared to propose a further amendment with the view of introducing a procedure for a preliminary Inquiry before the pilot was formally placed

on his trial; but the point would be noted. There was doubtless considerable difficulty in procuring sufficient preliminary information before these trials commenced, but it had been found possible, as the law stood, to secure the attendance of the witnesses for the prosecution, and to elicit all the material facts before the Court sat.

[The case was also investigated at the Port office, Calcutta, by a Departmental Committee of Inquiry on the 27th August, and decided in favour of the pilot. There being no further evidence procurable, the Committee were of opinion that there was no evidence to substantiate the charge of "being drunk on the 9th May, nor were they satisfied that the four pegs he took during the day were sufficient to bring him under the influence of liquor." There was nothing unusual in a pilot getting the help of the officer of the watch to pick up the buoys in squally or misty weather, particularly in the Auckland and Jellingham channels, at that time of day. There was no evidence to show that the pilot asked the officers to show him the buoys. They did so because his servant, in whom he had confidence, was doing so. The evidence of the first officer of the *Maharani* was opposed to his letter, in that he wrote "it was safe to go down the river, provided the master stood by him;" whereas he stated in Court that "it was perfectly safe," but without any proviso as above. The Committee considered it singular that there was no conversation between the master of the *Maharani* and his officers about the pilot being under the influence of liquor, for it was but natural that he should have got the evidence of some one to prove his suspicions. The Committee observed that in comparing the first officer's original letter with the copy they found no difference. He stated that what he therein wrote was "pumped out of him" as a private communication, and under the assurance that it would not be brought forward, otherwise he would never have made such a statement. The Committee drew attention to the absence of the master of the *Maharani* instead of being present to prove the charges in his letter of the 6th July to the Agents.]

The evidence elicited on this Inquiry failed, in the opinion of the Committee, to bring home the charge of drunkenness to the pilot on the occasion referred to, and as I (the Port Officer) was present during the whole of the proceedings, which I might remark were conducted with much care and impartiality, I did not feel myself justified in disagreeing with the conclusions arrived at by the Committee. It was very notable that the late master of the *Maharani,* who had written so strongly to Government on this subject, did not feel it incumbent on him to appear in Court (although the Agents were warned of its being held) in order to endeavour to substantiate the grave allegations made by him against the pilot in his letter to the Agents. It appeared that he left Calcutta on the 20th August, a week prior to the Departmental Committee of Inquiry being held, its assembling having been postponed in order to obtain the evidence of material witnesses on board the *Maharani,* who were expected to arrive on the 22nd August. My own impression of the whole case was this :—that the pilot, who I did not think was in robust health, after many years of trying, arduous, and responsible work on the river, had lost somewhat of the nerve he formerly possessed, and had now deemed it necessary occasionally (as on this occasion) to resort to stimulants to keep him braced for his duty. When this critical state of matters came about, an officer who was so frequently entrusted with the lives and valuable property on board the vessels he might be piloting in the river should be compelled to take leave, so that he might re-establish his health. The pilot, I understood from the records, had hitherto borne an excellent character, and had the credit in the Service of being a smart and clever pilot.

129. The British iron brig FOAM [of 282 tons register, belonging to the Indian Government], was employed as a lightship at the Sandheads to mark the exten-

sion of the Longsand. The vessel was lying at anchor in 4½ fathoms of water in latitude 21° 36′ 34″ N., longitude 87° 59′ 20″ E. The master of the brig stated that the *Maharani,* on the evening of the 9th May, anchored N.½E. of the Longsand lightship, distant about a mile, and was heading nearly due North. At about 1-30 A.M. on the 10th the ebb-tide had commenced to turn and the brig stayed at West for about 10 minutes before heading W.N.W., as she was at time of collision. At 1-45 the steamer was sighted, she was a little more than her own length off and was coming straight for the brig's starboard gangway, forging very slow. There was a moderate gale from the S.S.W. with a nasty sea, and the tide was running about half a knot; the night was a nice clear one, and the stars were out, and the brig's lights were burning brightly. The helm of the brig was put hard-a-starboard, but she did not answer it at all, as she had all slack chain, and the *Maharani's* port side came into collision with the brig *Foam* about the waist anchor, struck her on the starboard side, and drove the brig's anchor chain on board and broke the crutch. Both vessels forged ahead till the *Foam's* chain was tight, and then the *Maharani* paid off, and, going broadside on, carried away the starboard boat, cathead boat boom, fishing boom, boat's davits and fish davits; the forecastle rail, the main rail and four or five stanchions were damaged, also the cook's funnel. Value of damage to *Foam,* between Rs. 2,000 and Rs. 3,000. No loss of life. (The carpenter of the *Foam* during the collision jumped on board the *Maharani,* but was afterwards put on board the pilot brig, whence he was sent up to the lightship in a passing steamer.)

130. The British composite ship JOHN R. WORCESTER [of London, 844 tons register, official number 54596], from Colombo and Alipee to New York, with a cargo of plumbago. On the 9th May the ship was anchored by her starboard anchor only in Alipee roads in five fathoms of water, and during a heavy storm from the South-West she dragged her anchor to 4½ fathoms until she was in the breakers and grounded on the southern edge of the smooth water, the port anchor was dropped and starboard anchor cable veered. On the following day she was in the breakers labouring heavily, when at 4 P.M., in consequence of the force of the breakers, she parted both cables; the master was ashore, but the chief officer observed that the only chance was to take her into smooth water as the ship could not get away, so he set sail; two jibs, the foretopmast staysail, and the lower mizentopsail were carried away, when it was impossible to get offing, and finally the chief officer brought the *John R. Worcester* on the mud bank off the pier about 1,000 yards from shore, the lighthouse bearing N. E. by E. ¾ E., (Malabár coast), and ran out another anchor. On the 17th she was towed off into 5 fathoms of water by the British India Steam Navigation Company's S. S. *Chindwara,* after having been aground for seven days. The ship was subsequently surveyed, when it was found that she was making less than an inch of water in 24 hours. Value of damage to ship, Rs. 8,885. No cargo damaged. No loss of life.

131. The British iron screw steamer KERBELA [of Glasgow, 1,501 tons register, official number 84274], from Calcutta to Bombay, with a general cargo. It appeared that the master took a Native pilot on board at 5 P.M. on the 10th May, about two miles outside of Round island, and proceeded into the Inner harbour of Trincomali. All went well until having rounded the buoy marking the York shoal (Ceylon, East coast), about a cable's length from the buoy, the steamer struck heavily on a rock forward at about 6 P.M.; the crew on board endeavoured to keep the water under with the ship's pumps, but unsuccessfully, for she commenced to leak so very badly that it was found necessary to beach her the following day to prevent foundering. After the whole of the cargo had been discharged, and divers were employed on the hull, it was then found practicable to stop the leak sufficiently to enable the hold to be freed from water, after which she was floated off on the 20th May. The steamer, after

undergoing temporary repairs at Trincomali, proceeded to Calcutta for a complete overhauling. Value of damage to steamer, between Rs. 80,000 and Rs. 90,000; cargo, Rs. 50,000. No loss of life. (The casualty was caused by the rock not having been marked on the charts.)

132. The British Indian boat FATTEH MUBARAK [of Gogha, 14 tons register, official number 194, age 35 years], from Surat to Gogha, with a cargo of castor oil cakes, dâl, &c. On the evening of the 10th May the boat arrived safely down the Surat river up to about half a mile to east of the Tapti lighthouse (Gulf of Cambay), where, owing to adverse winds and also to carelessness on the part of the crew, she heeled over on a sand bank and shipped a quantity of water. The tindal, in order to lighten her, threw overboard a portion of the cargo. No damage to boat; cargo worth Rs. 59 was lost, and Rs. 25 was damaged. No loss of life.

133. The British Indian mahangiri LAKSHMY PRASAD [of Kárwár, 19 tons register, official number 486, age 19 years], from Kálai (Konkan) to Kumta, with no cargo on board. On the 9th May, during a moderate gale, the mahangiri sprung a leak and it increased so much so that she nearly filled with water; whilst the crew were endeavouring to get her inside the bar the gale suddenly increased in force, so they were compelled to abandon her, leaving her anchored in consequence of not being able to stay on board. On the following day she drifted ashore about half a mile from the port of Munjeshwar (Malabár coast), but was subsequently got off. Damage to mahangiri, value not given. No loss of life.

134. The British Indian muchwa DHANPAL [of Ratnagiri, 18 tons register, official number 9947, age 23 years], from Alibág to Vengurla, with a cargo of of salt. On the 12th May the muchwa was lying at anchor in the Soukha creek, Bombay harbour, and about 2 P.M., whilst getting underweigh, she struck on a rock at low tide, but got off again. No damage to muchwa; cargo worth Rs. 1,422 was lost. No loss of life.

135. The British iron ship LOCH RYAN [of Glasgow, 1,207 tons register, official number 76738], from Melbourne to Calcutta in ballast. On the 13th May the ship arrived at the Sandheads, and at 10 P. M., the master sighted the *Planet* lightship (which is stationed at the Pilot's Ridge, Sandheads, as a lightvessel), and hauled his ship to the wind with her head to the S. E. At 11 P.M., the *Loch Ryan* wore round to W. S. W. to sight the lightship again with the intention of keeping it in sight to daylight, the weather being very hazy with a fresh breeze from the S. W. to South. About 11-45 P.M., the *Planet* then bearing N. W. by N. and the *Loch Ryan's* head W. N. W., the master being afraid that he would be unable to weather her, tried to tack, but owing to the strong current setting to the N. N. E., the *Loch Ryan* missed stays and dropped across the bows of the *Planet,* the ship's mizen and topmast backstays carrying away the lightship's bowsprit, head rails, &c. The master of the *Loch Ryan* wore round immediately, but she kept going rapidly to leeward, and at daylight kept away for the Eastern Channel lightship. Trifling damage to *Loch Ryan.* The damage to the *Planet* was Rs. 200, which sum was paid by the master of the ship to cover the cost of repairing the damage done to the lightship. No cargo on board. No loss of life.

[The Secretary to the Port Commissioners reported that they could not get the officers of the lightship *Planet* to town (Calcutta) without considerable inconvenience, and as the damage done was slight, and the master of the *Loch Ryan* paid the value of the estimated loss towards its repairs, no Court of Inquiry was pressed for.]

136. The British wooden brig PLANET [of Calcutta, 250 tons register, belonging to the Indian Government], was employed as a lightship at the Pilots' Ridge, Sandheads. The vessel was lying at anchor in 21 fathoms of

water in latitude 20° 46′ 30″ N., longitude 87° 39′ 45″ E. The ship *Loch Ryan* was first sighted at 11 P.M. on the 13th May, being S.E. by E., and was on the port tack under topsails and foresail, standing to the westward, wind from S.S.W. with a force of about five knots, and the current was running N.N.E. at the rate of ¾ of a mile per hour; the *Loch Ryan* previous to the collision was in company with another vessel. The master of the brig stated that the ship appeared to have been laden and apparently inward bound. At 11-45 P.M., the master of the *Loch Ryan* tried to tack, but owing to the strong current she missed stays and came into collision with the lightship *Planet* whilst crossing her bows, carrying away the latter's bowsprit, head rails, &c., and started the cutwater. Value of damage to *Planet,* Rs. 200, which amount was afterwards paid by the master of the *Loch Ryan* as compensation to the lightship. No loss of life.

137. The British iron ship KALMIA [of Liverpool, 1,799 tons register, official number 86272], from Liverpool to Calcutta, with a cargo of salt. On the 13th May the ship, being in charge of a pilot and in tow of the steam-tug *Court Hey,* was proceeding up the Hooghly river. At 3-45 P.M., whilst being towed through the Eastern Gut, the ship took a run to port, bringing the tug broad on the *Kalmia's* starboard bow; the pilot slacked up the ship's hawser and put the helm hard-a-port to recover her, but unfortunately the steamer' hawser parted and the ship's hawser flew off the bitts, when the *Kalmia* grounded aft just to the westward of No. 1 track, James and Mary's, having drifted from No. 2. The *Kalmia* passed hawsers again, but the tide having fallen it was of no avail. On the 14th the master went to town to procure cargo boats, failing which she jettisoned a portion of the cargo. On the 15th laid out a bower anchor and 80 fathoms of chain on the starboard bow. She continued to discharge cargo on the 16th, 17th, 18th and 19th, when, with the assistance of the tug, attempts were made to float her, but in vain. Finally on the flood-tide of the 20th she got off with the assistance of the tug and bower anchor, after having been aground for seven days. The ship proceeded to Diamond harbour, as the steering gear was damaged and she had slipped the bower anchor with 75 fathoms of chain, which was subsequently picked up at a cost of Rs. 486. Value of damage to ship *Kalmia,* £1,800; cargo, £2,000. No loss of life.

[A Departmental Committee of Inquiry was held at the Port office, Calcutta, on the 8th June, to investigate the causes which led to the grounding of the above ship. The Committee, after having carefully heard the evidence in the case, were of opinion that the grounding of the ship *Kalmia* on the James and Mary's, on the 13th May, was an accident for which no blame could be attached to the pilot. He was therefore acquitted.]

The accident appeared to have been caused through the vessel becoming unmanageable in the eddies off the James and Mary's. I (the Port Officer) concurred in the opinion of the Committee that no blame could be attached to the pilot on this occasion.

The Lieutenant-Governor of Bengal also concurred in the finding that the pilot was in no way to blame for the grounding of the vessel, which was due to accident.

138. The British Indian padow RAMPÁRSÁD [of Bulsár, 14 tons register, official number 1508, age 16 years], from Bulsár to Broach, with a cargo of paddy and rice. The padow left Bulsár on the 12th May, and when she was about five miles to the West of Bhagva (Gulf of Cambay) on the 14th, she met with stormy weather and shipped much water. The crew, in order to lighten the padow, threw overboard a portion of the cargo. Value of damage to padow not reported; cargo worth Rs. 254 was lost. No loss of life.

139. The British Indian iron paddle steamer NAGOTNA [of Bombay, 164 tons

register, official number 30635], from Goa to Bombay. The steamer *Nagotna* left Goa at about 12-30 A. M. of the 14th May, and touched at Málvan, Devgad, Jaytápur, Ratnagiri, and Jaygad. She left the latter port at 6 P.M. with 415 passengers on board and a crew of 34 hands all told, but no cargo. Shortly after leaving her two side-lights and the masthead light were lighted, which were burning brightly, and had a good look-out kept on board. At 9-20 P.M., the master of the *Nagotna* sighted the Tolkeshwar light whilst on the bridge with the chief officer and a pilot. When she came near the point where the light was, he turned her head to the right, and was about 100 to 150 feet from the shore to his right. Directly he turned the vessel's head, a look-out man reported a light. The master saw a bright light and a red light on his left bow, about a point and a half. He was standing on the port side of the bridge, and the steamer was heading E. by N. $\frac{1}{2}$ N. The master after looking at the compass gave the order "stand by" and then proceeded on. When the steamer *Arrow* came near, and was at a distance of about 100 feet, the master saw her green light. He immediately gave orders to stop the engines, sounded his whistle, and ordered his men to call out "jumna jao" (go to your right). He further gave orders to turn astern; the paddle wheels had hardly taken two turns astern, when the *Arrow* came into collision with the *Nagotna* at the entrance to the Váshishti or Dabhol river, abreast the village of Anjanvel (Bombay coast). The *Arrow*'s stem striking the *Nagotna* on the port side of the stem, cut the stem clean out of her, also cut the bulkheads, carried away the windlass and tore away the hawsepipes. After the collision the *Nagotna* was run ashore and the passengers safely landed. The master on examination found that she was not very seriously damaged, so, after making some necessary repairs, the *Nagotna* was backed off and steamed up for Bombay at which place she arrived on the 16th. Value of damage to *Nagotna,* Rs. 3,000. No loss of life.

[A Court of Inquiry was held at Bombay in the Chief Presidency Magistrate's Court from the 28th to 31st May, and also on the 1st, 4th, 7th, 8th and 12th June, to investigate the circumstances connected with the collision between the steamers *Nagotna* and *Arrow*. In the course of the Inquiry the Court charged the master of the *Nagotna*—"that you as master of, and whilst in command of the steamer *Nagotna,* about 9-30 P.M. on the 14th May, on entering the Váshishti river from the South, acted wrongfully and recklessly as such master, whilst rounding the point to the South at the entrance to such river, going with your engines at full speed." The Court also charged the master of the *Arrow,* "that you as master of, and whilst in command of the steamer *Arrow,* about 9-30 P.M. on the 14th May, on your way out of the Váshishti river, and on your passage from Anjanvel towards Goa, acted wrongfully as such master in not keeping to that side of the fairway of mid-channel of such river which was on the starboard side of your said ship; and further, that you also as such master, about such time and at such place as aforesaid, acted wrongfully as such master at the time when you saw and had reason to believe that the lights you saw were those of a steamer coming into the said river in going to port, and in keeping to your port side of such fairway or mid-channel, instead of going to starboard and keeping on your starboard side of such fairway or mid-channel, knowing it was the duty of a steamer entering that river to keep to her starboard side of such fairway or mid-channel." From the evidence, it appeared to the Court that the *Nagotna* struck the *Arrow* on the starboard bow close to the stem-piece. That both vessels came into collision with considerable force was evident from the damage inflicted on each. From the evidence of the master of the *Arrow* it appeared that a hole, 13 feet high and 8 feet wide, was made on the starboard bow of his vessel, and several plates were broken in pieces; whilst from the statement of the master of the *Nagotna* it appeared that the whole of the bows of the vessel were broken, her stem was broken, and all the plates in the port bow from the keel to the deck were broken in,

and the fractured portion turned round to starboard by the impetus the *Arrow* had on her. Fortunately the water-tight bulkheads prevented each vessel from foundering, and both vessels were able to proceed to Bombay. After a careful consideration of the evidence, the Court were of opinion that the master of the *Arrow* was entirely to blame for the collision having taken place. It was clear from his own admission that he did not comply with Article 21 of the Regulations for preventing collisions at sea. The Váshishti river, in which the collision took place between the two steamers, was a narrow one, and that made it all the more imperative that the article referred to should be strictly adhered to. That article laid down that:—"In narrow channels every steam-ship shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such ship." This rule was not observed by the master of the *Arrow*, for at the time he sighted the in-coming steamer, he was on his port side of the mid-channel end close to the south shore, and after sighting her he went further to his port side, and closely hugged the south shore. No doubt there was some difficulty in coming out of the river by night, there being no light or beacon on the west end of the north sand at the entrance of the river, and vessels could only steer by the south shore. There was a difficulty in judging the distance from that shore, but still vessels are bound to keep at a safe distance from the shore, to allow of an in-coming steamer passing between them and the shore. In the evidence brought forward by the master of the *Arrow* in his defence, it had been contended that it was not safe or practicable to apply Article 21 to this river, and evidence was called to prove that it was customary for steamers calling at Anjanvel to keep to the north and port side of the channel, as, if they went to the south shore, they had a difficulty in getting back to a position to enable them to go alongside the Anjanvel bandar; and that it had been the invariable practice for many years for out-going steamers to keep to the south and to their port side of the channel, for, on leaving Anjanvel bandar with their head pointing up the river, they have to turn, and in the ebb-tide after turning they find themselves close off the south shore and about a quarter of a mile further down the river, and if they then crossed to their starboard side of channel, they would cross the course of in-coming steamers. A witness stated that steamers frequenting that river for the last seven years had followed the practice of passing each other on their starboard sides for the reasons mentioned above. In the opinion of the Court there was nothing which made it unsafe or impracticable to follow Rule 21 in that river. There appeared to have been no reason why an incoming steamer should not keep her starboard side on entering the river up to Dabhol (a ruined town), and to turn either to the westward or eastward of Anjanvel bandar, and go alongside the bandar with her head to the west, and in leaving to keep to her starboard side of the channel. There further appeared no reason why steamers should not be turned at the bandar with warps, steam, or anchor, if necessary, and according to circumstances. The master of the *Nagotna* after sighting Tolkeshwar light, was right in steering by the line of south shore (*i.e.*, on his starboard side), and had every right to keep to that side the whole way up to Anjanvel; but the Court considered he was guilty of imprudent navigation in rounding the point at the entrance of a narrow river with the engines of his vessel going at full speed, where there was a probability of his meeting a craft leaving the river. Had the engines been eased before opening out the river, the *Nagotna* would have had some chance of avoiding the collision, or, at any rate, of considerably lessening the force of the blow. It would have been more prudent for the *Nagotna* to have stood a very little more off the south point on entering the river, she could then have turned and pointed her head to the tide in the comparatively smooth water, outside the limits of the bar, and have seen her way into the river, as a better manœuvring distance, and gained her proper side in better time. In the

evidence brought forward in his defence, the master of the *Nagotna* had attempted to prove that, as the tide was at ebb, his vessel would not have answered her helm unless she was going at full speed. The Court were of opinion that at the time at which the collision was said to have occurred the ebb-tide could not have been running out at more than about one knot an hour, and it was, therefore, not necessary to have kept the vessel at full speed. The Court recorded that the masters of both vessels deserved credit for their promptitude in running their ships to the first convenient spot and there beaching them, in order to land their passengers and ascertain and repair the damage done to their vessels. The *Arrow* and *Nagotna* being local coasting steamers, commanded by persons holding certificates of competency granted by the Government of Bombay, the Court only sent in its report and remarked that it remained for the Government to take such notice as they considered proper of the conduct of the masters of those vessels. In conclusion, the Court observed that outgoing vessels appeared to hug the south shore simply because there was no mark to define the limit of the sand spit forming the northern edge of the river; and they suggested to Government that a conspicuous beacon be placed on the western extremity of the north land called the Churpulti.]

The Governor of Bombay remarked, that in paragraph 8 of their report, the Court, appointed to investigate the circumstances connected with the collision between the steamers *Nagotna* and *Arrow*, abstained from making any recommendation respecting the conduct, in this matter, of the masters of the two steamers, both of whom held certificates of competency granted by the Bombay Government, but left it to the Government to take such notice thereof as they considered proper. The Governor of Bombay, on a full view of all the circumstances connected with the collision, considered that negligence was attributable to the masters of both steamers, who were equally to blame; and in this view the Governor of Bombay, by virtue of the authority invested in him by section 18(*a*) of the Indian Merchant Shipping Act IV of 1875, directed the suspension of the certificates of both masters for a period of four months, commencing from the 12th June.

140. The British Indian iron screw steamer ARROW [of Bombay, 192 tons register, official number 63528, age 15 years], from Anjanvel to Goa. The steamer *Arrow* left Anjanvel about 9 o'clock on the night of the 14th May on her way to Goa. There were 228 passengers on board, and a crew of 33 all told, and had no cargo on board. It was a bright night, the moon being in her first quarter, with a moderate breeze from the West, and the tide was running out. The *Arrow* carried the Regulation lights, and from the evidence of the master they appeared to have been burning brightly when the vessel started. There was a good look-out kept on board, when a little inside Gopalgud point, and about 20 or 22 fathoms off from the south shore, a look-out sighted a green light. The master was then on the bridge, and saw the green light one point on her starboard bow. He looked at his compass and saw his ship's head was pointing W. S. W. $\frac{1}{4}$ W. On finding the green light approaching nearer the *Arrow* kept to the left, and the master on seeing lights in the after cabin windows of the approaching steamer (*Nagotna*), he called out to the man at the wheel "ek dum dawa" (go to the left at once). The *Arrow* was then going easy, and on the *Nagotna* coming closer the engines of the *Arrow* were stopped, and immediately afterwards both vessels came into collision abreast the village of Anjanvel, entrance to Váshishti river (Bombay coast). The force of the collision was so strong as to cause both vessels to be locked together. Orders were issued on both steamers to go astern, after a few minutes they separated. The *Nagotna* struck the *Arrow* on the starboard slightly abaft the stem, cutting into the bow about seven feet right into the fore compartment and carrying away the watertight bulkhead with the crash. The *Arrow* returned about a mile

up the river, was run ashore by her master, and the passengers safely landed. The steamer, however, was too much injured to proceed on her voyage, and after temporarily repairing the damage was towed to Bombay by the S. S. *Oorun,* which vessel was dispatched to the spot by the owners of the *Arrow* to her assistance. Value of damage to *Arrow,* Rs. 19,000. No loss of life.

141. The German wooden barque AUGUSTE [of Bremerhaven, 1,396 tons register, official number not reported], from Bassein to The Channel, with a cargo of rice. On the afternoon of the 13th May the ship, in charge of a pilot and in tow of the steam-tug *Albert,* proceeded down the Bassein river (Burma coast) as far as Ngnaputau, where she anchored for the night. The pilot weighed anchor on the following morning at daylight, and after passing through the Ridge shoal the tug was cast off, whence the *Albert* returned to Bassein. The pilot then dropped down to Stony point, where the flood-tide making, she anchored; at 5 P.M. the same day during the ebb she weighed anchor and dropped down to Dalhousie bay, where she remained for the night. On the 15th the ebb making, the pilot weighed anchor and made sail to work ship down, the wind light and baffling from S. E. to S. W. with squally appearances from the northward, the pilot dropped and tacked the ship until she was opposite the lower end of Hengie island. The pilot whilst in the act of clewing up sails with the view of anchoring at ebb-tide, and the flood setting in, when a slight squall from the northward caught her aback, ship's head at the time being to the westward, she payed off before the wind. The pilot then squared away the yards and steered her course for Diamond island, passing the Red buoy on the Oyster shoal at 12-30 A.M. The tide running flood by the buoy, the ship going four or five knots per hour under fore and maintopgallant sails, topsails, and foresail, the mainsail, spanker and royals were clewed up and staysails down. On crossing the bar, entrance to Bassein river (Burma coast), the pilot encountered two or three heavy swells in succession from the westward, the last swell being somewhat heavier than the preceeding ones in rising. The ship on falling to the last swell slightly touched the ground aft. Shortly afterwards it came on heavy thick rain storm, wind hauling to the N.N.W. No damage to the barque or cargo. No loss of life. (The cause of the casualty was attributed to the ship meeting two or three heavy swells following immediately in succession, also to their being unusually short in length for so heavy a burthen and so great a draft, the swell having more effect upon her than upon a vessel of greater length.)

[The Commissioner of the Irrawaddi Division stated that, as far as he was able to judge, no such blame could be attached to the pilot as to necessitate an Inquiry. The Chief Commissioner of British Burma remarked, that whenever a ship in charge of a pilot grounded, no matter how slightly, there should have been a full inquiry and trial of the pilot, and informed that this should be the rule in future. The Chief Commissioner accordingly directed that a Court of Inquiry be held in this case. A Court of Inquiry was subsequently held at Bassein on the 11th July in the Assistant Commissioner's Court, to inquire into the conduct of the pilot, who was charged with carelessness whilst in charge of the German barque *Auguste,* whereby that vessel bumped on crossing the bar at the entrance to the Bassein river. The Prosecutor informed the Court that he had no witnesses to call. The Court observed that the pilot stated that he considered the ship was not properly trimmed—she drawing as much as nine inches more aft than she did forward—and was of opinion that had she been better trimmed so as to have an even keel, she would not have touched—as it was, the touch was so very slight that very few of those on board knew even that she had touched. The pilot took the opportunity of crossing the bar at the time he did, as he had the flood against him and the wind in his favour, whereas if he had waited he would have had to go out on the ebb—falling water—and that in the face of the S.W. monsoon. The Court, after having duly considered all that had been brought

before it, was of opinion that no blame was to be attached to the pilot for bumping the barque *Auguste* on the 15th May. The Court was of opinion that this difference of nine inches between the fore and aft measurements of the barque *Auguste* was made to evade paying the higher rates of pilotage—and as many ships laden at Bassein were so unevenly trimmed, with the sole purpose of saving the difference of pilotage—observed that it should be brought to the notice of the Chief Commissioner that it should be easier, and less risky, if the same rules as are enforced in Rangoon regarding the difference of pilotage were enforced also in Bassein, *viz.*, that for every inch beyond a certain draft, up to six inches, should be counted at half rates, and over six inches at full rates. The pilot, therefore, was acquitted.]

[The Chief Commissioner of British Burma confirmed the finding of the Court acquitting the pilot of blame.]

142. The British iron screw steamer GOVINO [of Sunderland, 1,454 tons register, official number 85019], from Newcastle-on-Tyne to Bombay, with a cargo of coals. On the 15th May, at 10-30 P.M., the steamer, whilst proceeding down the Red Sea, grounded off Rás Makawwa to the S.E. of Mokha, in consequence of hazy weather and error of compasses. She floated off at high water after having been aground 6 hours and proceeded on her voyage to Bombay. On the morning of the 10th June the Surveyors proceeded on board the *Govino,* lying in the British India Steam Navigation Company's Dry dock, for the purpose of ascertaining the extent of damage, if any, she had sustained by the grounding in the Red Sea. The Surveyors examined the outside on both sides carefully, and found that about five inches abaft the foremast, on the port side, to abreast the mainmast at Nos. 1, 2, and 3 strakes from garboard, were slightly scratched in places, and the paint removed from other parts running fore and aft. Next they examined the starboard side, and found that that also was slightly scratched; no bilge or indentation of any kind could be discovered. Inside the forehold the cement was found intact, and, with the exception of a few weeps at several butts, the steamer appeared to be as sound and in as perfect state as she was originally. The Surveyors recommended that the butts be cleaned and caulked, and were of opinion that after the necessary repairs she would be perfectly staunch and seaworthy, and fully able to load and continue her voyage to Europe. No damage to the steamer or cargo. No loss of life. (The casualty would have been avoided had there been a light on the Mokha shoals.)

143. The British wooden ship ROSA BONHEUR [of Liverpool, 1,391 tons register, official number 54451], from Montevideo to Calcutta, in ballast. On the 16th May the ship, in pilotage charge, had passed hawsers with the tug steamer *Alexandra* at Diamond harbour, Hooghly river, and on heaving up found she could get no more of her chain; the pilot, after having hove the anchor well off the bottom, concluded from the noise of a chain running over it and the heavy strain on the windlass, that the anchor was hooked to some vessel's lost anchor and cable. The pilot after trying in vain to heave the anchor in sight, with the master's consent slipped the 15 fathoms of cable with a bower anchor in 8½ fathoms of water and proceeded up in tow. No damage to hull; cost of recovering anchor and chain, about Rs. 300. No loss of life. (The casualty was unavoidable.)

144. The British iron ship LOCH MOIDART [of Glasgow, 2,000 tons register, official number 85856], from Melbourne to Calcutta, with 1,164 tons of blue stone ballast. The ship, in charge of a pilot, was proceeding up the river Hooghly without steam on the 17th May, and anchored for the night just below Pir Serang; she tailed the steep bank in swinging on the night ebb-tide through the pilot's miscalculation as to the distance he was off the bank. also on account of there being a strong southerly wind at the time, and the ship

being about 300 feet long. The pilot lowered a boat and ran out a kedge and hawser, and hove the vessel off as soon as the flood made on the following morning, and anchored in a safe position. The pilot afterwards sailed the ship up to Hastings bridge, Garden reach; no assistant harbour master being available at the time, he moored her in the stream. The *Loch Moidart* was aground for about seven hours. On the morning of the 23rd May Lloyd's Surveyor proceeded on board the ship *Loch Moidart,* lying at No. 4 Prinsep's ghât moorings, in order to hold a survey on that vessel, and to ascertain whether she had received any injury by the grounding. After a careful examination which could possibly be made afloat, he (the Surveyor) reported that the *Loch Moidart* had taken no injury whatever by the grounding, and was still strong, staunch, and seaworthy, and fit to carry a dry and perishable cargo to any part of the globe. But recommended that she should, however, be put into Dry dock for examination on her arrival at Home. No damage to ship. No loss of life. (The casualty was caused by the carelessness of the pilot.)

145. The British iron ship MALLOWDALE [of Greenock, 1,290 tons register, official number 63289], from Singapore to Calcutta, in stone ballast. On the night of the 18th of May, the ship in charge of a pilot was anchored in the Hooghly river abreast of Roychak tree, midway between Diamond harbour and Hooghly point, and at 7 P.M. she parted her anchor during a N. W. squall. The anchor was lost in the middle of the river and had no chain fastened to it, the ring having broken. No damage to hull. Cost of recovering the anchor, Rs. 134. (The casualty was unavoidable.)

146. The British iron screw steamer MAHRATTA [of Glasgow, 505 tons register, official number 53368], from Calcutta to Chittagong, with a general cargo. The steamer was proceeding down the Hooghly river in pilotage charge on the 18th May; at 2-45 P.M., on going down the Dredge channel between the Centre Eastern, and Lower Eastern Dredge buoys, she passed to the eastward of the black Nun buoy, which marks the extension of the sand, the pilot did not sight it in consequence of the buoy being right under the reflection of the sun, when the steamer took the ground on the sand in the Dredge channel, but came off after about 20 minutes. No damage to the steamer or cargo. No loss of life. (The casualty was due to inattention on the part of the pilot, who was warned to be more careful in future.)

147. The Danish wooden barque HELSINGOR [of Elsinore, 597 tons register, official number not reported], from Vizagapatam to Madras and London, with a cargo of jaggery. On the 20th May the barque *Helsingor* was lying anchored in 8 fathoms of water in the Vizagapatam roadstead, the flagstaff bearing N. W. by W. ½ W., and the ship *Vimeira,* in getting underweigh at 5 P.M., made headway to seaward before she had dropped clear astern of the *Helsingor,* and thereby came into collision with the latter amidships stem on. The *Vimeira* carried away the barque's upper and lower maintopsail yards, tore the two topsails and mainsail to pieces, and damaged a lot of running gear. Value of damage Rs. 540, which sum the master of the *Vimeira* made good before sailing from Cocanada for Europe. No loss of cargo. No loss of life. (The collision was caused by the carelessness of the master of the *Vimeira.*)

148. The British wooden ship VIMEIRA [of London, 924 tons register, official number 806], from Vizagapatam to the United Kingdom *vid* Cocanada, with a cargo of redwood. On the 20th May the ship, in getting underweigh on the same afternoon in the Vizagapatam roadstead, the flagstaff bearing N.W. by W.½ W. (Madras coast), made headway to seaward before she had dropped clear astern of the barque *Helsingor* lying at anchor, and came into collision with her, doing considerable damage to the latter vessel. Damage to *Vimeira,* Rs. 540; no cargo lost. No loss of life. (The collision was caused by the carelessness of the master of the ship *Vimeira.*)

149. The British Indian craft SAKARI SALAMATI [of Trombay, 8 tons register, official number 65, age 30 years], from Trombay to Thána, with a cargo of salt. On the 21st May during high-water the craft was anchored over a rock in the Trombay creek near the Khuabagurli Salt works, Bombay harbour; when the tide ran out she struck against the rock and sprang a leak. She was subsequently got off with slight damage; cargo worth Rs. 225 was lost. No loss of life. (The casualty was caused by the carelessness of the tindal.)

150. The British iron ship GEORGE GORDON [of Glasgow, 1,320 tons register, official number 86694], from Melbourne to Calcutta, in ballast. On the 21st May the ship, in charge of a pilot, was proceeding up the Hooghly river under all sail, wind fresh from the S.S.W.; when abreast of No. 3 Crossing mark at Royapur the wind suddenly shifted to E. S. E., bringing the ship flat aback before she could be brought up, and she tailed the flat off the lee bank. The ship remained aground till midnight; after being in that position for 10½ hours, she got off and was anchored in deep water. She laid perfectly upright, and apparently received no damage. No loss of life. (The casualty was accidental.)

151. The Italian wooden barque LINDA G [ex *Linda*, of Genoa, 710 tons register, official number not reported], from Akyab to The Channel, with a cargo of rice. On the 23rd May, when about 40 miles to the westward of the Preparis islands, in latitude 15° 02′ N., longitude 93° 0′ E. (Bay of Bengal), the barque encountered a heavy westerly gale and sprung a leak. The pumps were kept constantly going, but the master observing that the leak was increasing to five inches per hour, put into Rangoon for shelter. At the request of the Italian Consul a survey was held on the barque, lying in the Rangoon river, on the 5th June. The Surveyors reported that on an examination of the log-book, it appeared that the vessel, whilst on a voyage from Akyab to Europe, with a cargo of rice, met with very heavy weather in the Bay of Bengal and commenced to make much water, whereupon the master put into Rangoon for shelter. The pumps were next sounded by the surveyors, when it was discovered that in the space of an hour she made five inches of water. It was, therefore, recommended that the *Linda G* discharge a sufficient portion of her cargo to admit her being placed on a gridiron for further examination. On the 19th June the Surveyors, after a careful survey of the bottom, found her copper-sheathing very much worn and the caulking rather slack. A bad leak was discovered near the step of the mizenmast in the seam next the garboard strake, and also another under the step of the mainmast; she had every appearance of being in a state of leakage. The Surveyors next went into the inner compartments of the vessel, and on examining her 'tween deck knees, found at least 12 of the wooden hanging knees much opened from the side and the beams affording very little support or strength to either; also one stanchion in the 'tween deck shifted almost out of place, and in the lower hold about 10 hanging knees were much opened. The gale she encountered greatly contributed to the leaky state, and from appearance inside she did not seem to look a strong vessel; she also had the appearance of having worked round about the waterways. The Surveyors pointed out that the *Linda G* could proceed to Europe in ballast if her bottom was caulked and the knees in her hold well wedged, as without this she should not go to sea even in ballast. To make her seaworthy, so as to enable her to carry a dry cargo, the Surveyors recommended her metal to be stripped, her bottom to be caulked throughout, two sister keelsons to be supplied, knees to be refitted, and her top sides waterways caulked. Value of damage to barque Rs. 33,600; of the cargo 178 bags were slightly damaged, value Rs. 1,008. No loss of life.

152. The British iron screw steamer CALIFORNIA [of Glasgow, 2,214 tons register, official number 68211], from Liverpool to Bombay, with a general cargo.

At 12-30 P.M. on the 23rd May, the steamer, in charge of a pilot, whilst entering the Prince's dock, Bombay harbour, was suddenly caught in an undercurrent, giving her headway, which could not be overcome by the engines going astern full speed to prevent her taking the wall, and accordingly she struck the dock entrance. The steamer had her stem smashed and plates injured, and also doing some damage to the coping of the dock wall. Value of damage, Rs. 20,000. No cargo lost. No loss of life. (The *California* had been brought up the Dock channel contrary to instructions given by the Dock Authorities. The master having superseded the pilot in charge fouled his vessel with the dock entrance.)

153. The British iron screw steamer CITY OF OXFORD [of Glasgow, 2,573 tons register, official number 86679], from Calcutta to London, with a general cargo. On the 23rd May the steamer, in pilotage charge, on turning round abreast of the Centre College sand buoy at Garden reach, Hooghly river, her heel slightly touched the ground at 9 A.M. during last quarter ebb. No damage to hull or cargo. No loss of life. (The casualty was accidental.)

154. The British iron paddle steamer CURLEW [of Calcutta, 154 tons register, official number 29943], from Chandbáli to Calcutta, with a cargo of rice, jute, and tobacco. On the morning of the 26th of May the steamer, whilst proceeding up the Hooghly river, grounded—owing to the steam steering gear having become defective—on Nurpur point on the first of the ebb-tide. She floated on the flood making at 2 P.M., without having sustained any damage either to steamer or cargo. No loss of life. (The casualty was accidental.)

155. The British wooden ship ALLUMBAGH [of London, 1,137 tons register, official number 47375], from Calcutta to Antwerp, with a cargo of wheat. The ship was proceeding down the Hooghly river, on the 26th May, in pilotage charge and in tow of steam-tug *Alexandra;* at 4 P.M., during ebb-tide, she turned round and waited for the flood off the Saugor lighthouse. At 6 P.M. she turned and proceeded down slow, the Upper Gaspar lightship canting to flood, the *Allumbagh* lengthened and parcelled the hawser. At 7-30 P.M., the flood being in, the ship went two miles above the Upper Gaspar light full speed, and at 8-30 P.M., whilst in 5 fathoms by ship's head, the *Allumbagh* bumped three times slightly in the Gaspar channel, about 1½ miles below the Upper Gaspar lightship. The pilot ordered the steamer to pull more across to eastward, and the ship falling off from end on to sea ceased bumping. The pilot was keeping on the western side of the channel to counteract the tide, the wind being light, also to allow the two inward-bound steamers *Cochin* and *Henzada* to pass close to eastward of the *Allumbagh*. No damage to ship or cargo. No loss of life.

I (the Port Officer) observed thatt he pilot's report was, however, unsatisfactory, inasmuch as the bearings given were so vague that the position, where it was alleged shoal water was met with, could not be defined by the Deputy Conservator of the Port Approaches.

156. The British iron screw steamer BARNSLEY [of Hull, 1,310 tons register, official number 82501], from Bassein (Burma) to Port Said, with a cargo of rice. It appeared that on the 27th of May the steamer, on arriving at Point de Galle harbour (South coast of Ceylon), in order to coal, was letting go the anchor when the fluke of the anchor unhappily struck the plate six inches below the water line, cracking the plate and causing water to run into the fore compartment. One of the crew subsequently went below and found 5 or 6 inches of water in the chain locker. After effecting temporary repairs the steamer made all secure and proceeded on her voyage to Port Said on the 29th. Value of damage to steamer not reported. No loss of cargo. No loss of life. (The casualty was caused by the carelessness of the crew in having negligently dropped the anchor.)

157. The British wooden schooner-rigged barque ANNA BRAUNSCHWEIG [of Carnarvon, 246 tons register, official number 74862], from Algoa Bay to Calcutta, in sand ballast. On the 29th May the barque, in pilotage charge, was proceeding

up the Hooghly river under sail with light variable winds, and when at Fisherman's point anchorage, the pilot, doubting whether he would be able to fetch her into Hog river reach, kept a light luff for Hog river point. He then fetched the point, and on putting the helm up to keep off a little, the barque refused to answer it, and at 4-45 P.M. she went on to the spur of mud off the Hog river point. The pilot laid a kedge anchor out from the starboard quarter, but as the tide had fallen it was impossible to get her off. During the next tide the pilot threw overboard about 60 tons of sand ballast, and on the evening tide of the 30th of May the barque came off, after having been on shore for a day. No damage to barque. No loss of life. (The occurrence was due to an error of judgment on the part of the pilot, who had been enjoined to be more careful in future.)

158. The African iron screw steamer SWORDSMAN [of Zanzibar, 720 tons register, no official number, belonging to His Highness the Sultan of Zanzibar], from Calcutta to Zanzibar, with a cargo of rice. It appeared that on the 3rd May the steamer, after discharging her pilot at the Sandheads, safely proceeded to sea. Nothing of importance occurred until about the 30th May when passing the One and Half Degree channel she unfortunately stranded at 3-30 A.M. on a coral reef off the Suadiva Atoll in latitude 0° 54′ N., longitude 73° 24′ E. (Maldivhs). Immediately after the steamer struck on the reef, the African crew, mostly slaves of His Highness the Sultan, jumped on shore and escaped into the island, where they concealed themselves, whilst the master and officers lightened the steamer by jettisoning the cargo, about 4,000 bags of rice. The Arab officers did their best to reclaim the slaves, but were only partially successful; about 12 men were left behind on the island when the steamer sailed. The steamer came off on the 4th June with the assistance of the S.S. *Nyanza* after having been aground for four days. The *Swordsman,* on arrival at Zanzibar, was at once beached; from the examination held it was found that the double bottom forward was full of water, and that the steamer must undergo repairs; but this with His Highness' resources was not found possible, so it was arranged that she should be repaired at Bombay; consequently she sailed on the 25th June from Zanzibar with passengers and full cargo and arrived at Bombay on the 7th July. On the 14th Surveyors were appointed by Government, but they reported that they were precluded from surveying the steamer's hold owing to the vessel having discharged her cargo and taken in another in lieu of that discharged, she being nearly loaded. From an examination of the log-book the Surveyors reported that it took the donkey engine 8 hours to pump out the water from the fore ballast tank which held about 100 tons, and about 3 hours to fill in the same; the length of the fore ballast tank was from the collision bulkhead about 12 feet abaft the stem to the fore engine bulkhead; the forehold plating of the bottom appeared to have sustained material damage, so much so that no amount of pumping by steam power could keep the sea water from making a fair breach into the fore ballast tank. The thickness of the ballast tank plating was reported by the master to be about $\frac{5}{8}$ths of an inch, but from the experience of the construction of similar vessels the Surveyors were led to believe that it might not be more than $\frac{3}{8}$ths of an inch thick, over which the cargo was stowed. Taking all the circumstances into consideration, and the heavy S. W. monsoon which was then prevailing, the Surveyors were of opinion that the steamer was unseaworthy, and that in her present condition she could not proceed to sea, and should therefore, for the protection of human life and property, be docked in order to undergo the necessary repairs to render her seaworthy. On the 24th the *Swordsman,* after discharging all her cargo, was hauled into the Peninsular and Oriental Steam Navigation Companiny's graving dock. On the following morning the Surveyors proceeded on board for the purpose of holding a survey, especially with regard to the supposed defective condition of that vessel's hull; and after a careful examination found as follows:—The two foremast garboard or keel plates and the forefoot torn and broken at the fore edge; garboard strake starboard side Nos. 1, 3, 4, and 5 plates

broken, and one plate just above the No. 5 garboard plate broken; garboard strake port side No. 1 garboard or keel plate split and broken; Nos. 2, 4, 5, and 6 plates broken and one plate just above the No. 6 garboard plate broken; the keel in wake of foremast bent up 3½ inches in a length of about 18 feet, the landings of the lower rudder plate parted on both sides and the rivets leaking, a number of keel rivets and landing of plates and butts in the vicinity of the damaged plates leaking very badly. The whole of the above-mentioned plates were removed to enable the Surveyors to examine the state of the keel, frames, ballast tank, &c., above the damaged parts, and to make a further report to the extent of the damage. On a further examination being held on the 4th August, the Surveyors found four frames and four lumber plates on each side broken and recommended that these be properly fished and the plates renewed; the keel, 48′5″, which was bent 5½ inches a length of 18 feet to be removed, straightened, and replaced, and one plate forward and one plate aft to be removed to unship the keel and replace it after being straightened. The Surveyors finally reported that all the repairs enumerated in the surveys of the 15th and 25th July and 4th August had been made good to their satisfaction. The *Swordsman* left the Peninsular and Oriental Company's Dry dock, after being thoroughly repaired, on the 15th August. The Surveyors reported that she was in a staunch, sound, and in every respect in a seaworthy condition, and fit to proceed on her voyage to Calcutta. Value of damage to steamer, Rs. 50,000; cargo was damaged, and the Sultan took over the whole and paid cost price, less freight to the shippers, to avoid claims of average. Value of damage not reported. No loss of life. (The casualty was caused by the carelessness of the master.)

[The master, a European, appeared at the Port Office, Bombay, on the 13th July, and declined to reply to any inquiry as to the circumstances attending the grounding of the *Swordsman* on the Maldivhs, or to afford any information as to the condition of the steamer. He stated that the vessel was the property of His Highness the Sultan of Zanzibar, a Foreign Prince, and consequently could not be surveyed or interfered with, except by that Prince's order. The Port Officer, after carefully considering the enactments, both Imperial and Indian, bearing upon the several points, was authorized by the Advocate General to state his opinion that, as the vessel was *a trader,* though she belonged to a Foreign Prince, she was subject to the laws of the country, and was not exempted therefrom, though *a vessel of war* belonging to a Foreign Prince would be exempt, and that the Government could, if it thought fit, proceed under the provisions of section 8 of the Bombay Steam Vessel Survey Amendment Act IV of 1873, in respect to her. Under the circumstances reported by the Port Officer, the Governor of Bombay considered it imperative to order the detention of the S.S. *Swordsman;* and, in accordance with the opinion of the Advocate General, directed that, as the vessel was *a trader,* and consequently subject to the laws of the country, she should be surveyed under the provisions of Act IV of 1873.]

159. The German iron screw steamer PRINZ ALEXANDER [of Hamburg, 1,970 tons register, official number not reported], from Calcutta to London, with a general cargo. The steamer had arrived in Aden harbour (South coast of Arabia), and on the 31st May, at about 8 P.M., the engineer, whilst overhauling the engine, found the brass bush of the high-pressed slide spindle cracked. It was repaired, and she subsequently left for London. No damage to the hull or cargo. No loss of life. (The cause was not reported.)

160. The British Indian mahangiri SONAPATTI [of Thána, 16 tons register, official number 6121, age 22 years], from Thána to Bombay, with a cargo of grass. At about 4 P.M. on the 31st May, the mahangiri, owing to strong winds, heeled over on one side, sprung a leak, and sank off the Bhándúp bandar, Bombay harbour. She was subsequently brought up again, when it was found that she had received no damage; cargo all lost, value Rs. 136. No loss of life.

161. The Portuguese Native padow LABSAVAY [of Goa, 11 tons register, official number 15, age unknown], from Bulsár to Bombay, with a cargo of 32,000, tiles. On the 31st May the padow met a gale with heavy rain, whilst she was 20 miles to the West of Dáhánu (Bombay coast), and sprung a leak; the tiles on board the padow got soaked and she began to sink, when the crew threw overboard 24,000 tiles. Slight damage to padow. Value of damage to cargo not known. No loss of life.

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162. The British Indian padow KASHIPRASAD [of Bulsár, 17 tons register, official number 1695, from Surat to Gogha, with a cargo of castor oil cakes and furniture. The padow, after leaving Surat on the evening of the 31st May, proceeded safely along until 8 P.M. of the 1st June, when she met with stormy weather and sprang a leak, about 10 miles to the westward of the Tapti lighthouse, Gulf of Cambay. The tindal, in order to lighten the padow, threw a portion of the cargo overboard. Damage to padow, value not reported; of the cargo, Rs. 91 worth was lost and Rs. 15 was damaged. No loss of life.

163. The British Indian padow KRISHNA PARSAD [of Tarápur, 12 tons register, official number 749], from Bilimora to Agáshi, with a cargo of oil cakes. On the 18th June the padow was crossing the Umarsári bar (Bombay coast) and lost her mast owing to contrary winds and high seas, when she was obliged to put back to port. At about 8 P.M., in doing so the waves dashed over her and damaged a portion of the cargo, which had to be thrown overboard in order to prevent the padow from foundering. Value of damage to padow, Rs. 50; cargo, Rs. 138. No loss of life.

164. The British iron screw steamer FERN HOLME [of Maryport, 1,714 tons register, official number 83586], from Cardiff to Bombay, with a cargo of railway material. On the 3rd June the *Fern Holme* was lying at single anchor off the Prince's dock entrance and about one-third of a mile eastward of the North Channel beacon, Bombay harbour, when, at 8-30 A.M., the tide being flood, the weather fine, with light S.W. wind, the S.S. *Chillingham,* proceeding out of Prince's dock, bound to sea in charge of a pilot, came into collision with the *Fern Holme,* doing considerable damage to the latter's bows. As the *Fern Holme* was making an inch of water per hour, the master had therefore kept the pumps going to clear it. Value of damage to *Fern Holme,* Rs. 2,000; no cargo damaged. No loss of life. (The master of the *Fern Holme* reported that the cause of the accident was, in his opinion, due to the strong current and the *Chillingham* crossing her bows. Everything was done by the *Fern Holme* to avoid the collision by paying out chain, but to no avail.)

165. The British iron screw steamer CHILLINGHAM (of North Shields, 1,006 tons register, official number 79201], from Bombay to Dunkirk, with a cargo of wheat and seeds. On the morning of the 3rd June the *Chillingham* left the Princes's dock, Bombay harbour, in pilotage charge, preparatory to proceeding to sea. Everything went well until she opened out Cross island, when the *Chillingham's* head commenced to fall off to port. The pilot ordered the helm to be put to port and then to hard-a-port, which order was carried out, but the steamer's head still paid off to port, and was fast approaching the steamer *Fern Holme,* which was lying at anchor. The pilot ordered the engines to be stopped and put full speed astern; but as soon as the engines were stopped, the *Chillingham* commenced to answer her helm, and as the crew were reversing the engines, the pilot directed them to be set full speed ahead again. The current was running about three knots per hour at the time, and the *Chillingham* (going about 7 or 8 knots), whilst crossing the bows of the *Fern Home,* came into collision at 8-30 A.M. with the latter's starboard

anchor, which was hanging over the bows, doing considerable damage to the *Chillingham's* port side and rigging. The pilot immediately came to an anchor, and after ascertaining the amount of damage done he put her back to dock for repairs. Value of damage to *Chillingham,* Rs. 5,500; cargo, Rs. 500. No loss of life. (The casualty would have been avoided had the *Chillingham* gone at a more moderate speed and had she not gone under the *Fern Holme's* stern.)

[A Departmental Committee of Inquiry was held at the Dock Master's office, Prince's dock, Bombay, on the 5th June, to inquire into the circumstances which led to the collision between the steamers *Chillingham* and *Fern Holme.* The Committee, after having carefully inquired into this case, and from the evidence adduced, were of opinion that the primary cause of the accident was due to their not being able to put the *Chillingham's* helm (which appeared to have worked stiffly) hard to port in a reasonable time, when ordered to do so by the pilot; although the steamer was proceeding nominally full speed, her rate through the water appeared to have been 6 to 6½ knots, which speed should not have prevented the helm from being put hard over quickly by three men, *viz.,* the second officer and two able seamen being at the wheel, and on this account the pilot was evidently deceived in not being able to turn the *Chillingham's* head to the tide, so as to pass well clear and ahead of the *Fern Holme* on being suddenly caught on the starboard bow by the strong tide which was then running some 800 feet to the westward of the *Fern Holme.* The Committee were further of opinion that the pilot did all that could be done under the circumstances to prevent the collision; but as the pilot was aware, before leaving the dock, that the *Chillingham* steered by hand gear, it would have been more prudent for him to have passed astern instead of ahead of the *Fern Holme,* and his reasons for not doing so were not sufficient to satisfy the Committee that he could not have done so with safety on account of the S.S. *Sam Waller,* which vessel was lying at anchor and about getting underweigh to enter the dock, was over a quarter of a mile N.E. of the *Fern Holme.* The Committee remarked that the S.S. *Fern Holme* did all that could be done to prevent the collision and in no manner contributed to it.]

[The Port Officer of Bombay recorded that, on the day after the accident, the master of the S.S. *Chillingham* represented to him that the pilot had importuned and pressed him to sign his report of the casualty, and another document, the nature of which he was not aware (and which had not reached the Port Officer), at a time when the master was under extreme excitement on account of the accident, and when he was really unfit to give a reliable certificate; he therefore asked to cancel his remark on the pilot's report. The pilot's explanation with reference thereto was fairly satisfactory, except that he should have reported the fact that the master had refused to sign the first report the pilot had prepared on the printed form, and have submitted the written report in addition to that on the printed form. As regards the reports of the Committee, the Port Officer was unable entirely to concur therein, as they scarcely represented correctly the errors committed by the pilot, and some points put forward by the master in his subsequent statement made in the Port Office did not appear to have been elicited before the Committee. The fact of the pilot having ordered the second anchor to be got on board immediately on leaving the Dock head, when the other was already so secured, was imprudent; he should have kept one anchor ready for immediate use in the event of unforeseen contingency arising. Again the pilot himself stated to the Committee that just before the *Chillingham* came abreast the North Channel beacon, she came to against her starboard helm from two to three points, still going full speed, when about 400 feet eastward of the beacon the *Chilling-*

ham answered her helm, and it was steadied. She was then heading towards the S.S. *Govino* lying at the Peninsular and Oriental Steam Navigation Company's B buoy. There was at that time a strong spring flood-tide running, it being almost one and a half hours before high-water; this fact, coupled with the observation in the vessel's steering, should have made the pilot doubly cautious before he attempted to pass ahead of the *Fern Holme,* and having induced him to have proceeded more slowly and deliberately. The Committee expressed the opinion that the speed of the *Chillingham* should not have prevented the helm being put over quickly by three men; the master stated positively that only the speed of the *Chillingham* and the backwash from the propeller prevented this being done, and it was evident that immediately the speed was reduced by the engines being stopped, the helm was put over, and the steamer answered it readily; in fact, the Port Officer had no doubt in coming to the conclusion that the high speed of the vessel, combined with the backwater from the propeller, prevented the helm being put over quickly, and when a collision became imminent the great speed prevented measures being successfully taken to avoid it, whereas had the *Chillingham* not been going so fast, the probability was the helm would have been put over easily enough, and she would have passed ahead of the *Fern Holme* safely, or at any rate have been able to avoid a collision. Further, notwithstanding the report of the Committee, the Port Officer considered that there was no necessity whatever for the steamer to have proceeded at full speed at the time, so that the Port Officer concluded that the pilot, possibly through over-confidence and anxiety to get over the duty expeditiously, acted rashly and imprudently in having taken the *Chillingham* at full speed through the Dock channel; it also appeared that the vessel had rushed into an accident whereby both the *Chillingham* and the *Fern Holme* were materially injured, and which very nearly had been attended by much more serious consequences, but which might have been averted by a little more prudence and care on the part of the pilot. The Port Officer considered that the pilot should be reduced to the list of second grade pilots for three months, and should not benefit by any vacancies which might occur in the higher grades during that period, but to revert to his position on the list of first grade pilots at the expiration of that time.

The Chairman, Bombay Port Trust, approved of the recommendation of the Port Officer.

166. The British iron screw steamer MAULKINS TOWER [of London, 1,803 tons register, official number 85148], from Port Said to Calcutta, in ballast. The steamer was proceeding up the Hooghly river on the 4th June in charge of a pilot, when she met with an accident to her machinery, and as she was coming up to anchor just below Hospital point, in order to repair the damage, the cable ran out and parted with the anchor and about 60 fathoms of chain. The steamer was almost a third across the river from Hospital point when the accident occurred. No damage to steamer. The anchor and chain were subsequently recovered and cost Rs. 344. No loss of life. (The casualty was unavoidable.)

167. The British iron ship VANDUARA [of Glasgow, 2,012 tons register, official number 86695], from Akyab to The Channel, with a cargo of rice. On the 5th June the ship was lying at anchor in the Arakan river, Akyab port (Burma coast), when at 5 A. M., on the flood making, the anchor not holding, she dragged her anchor with 75 fathoms of chain and grounded on the bank about two cables' length S. by E. of the Lower black buoy. She remained fast till nearly high-water, when she came off unassisted after having been aground for four hours. No damage to the ship or cargo. No loss of life. (The casualty was unavoidable.)

168. The British Indian iron steam barge SHAMROCK [of Bombay, 80 tons register, official number 3341, age 18 years], was employed as a tug in Bombay

harbour. On the evening of the 6th June, at about 6-30 o'clock, the barge towed a lighter full of sleepers from S. S. *Gladdis* to Warree bandar, where she, after having cast her off, proceeded down the Bombay harbour towards the S. S. *Empire,* which latter vessel was lying off Apollo bandar. When near the S. S. *Java,* which was lying off Moody bay, the serang of the barge sighted the mahangiri *Khujoor Khadee,* with about 72 labourers on board. He (the serang) stated that the mahangiri was at a great distance from him when he first sighted her, and that afterwards, when the mahangiri was at a distance of about 200 yards from his barge, he blew his whistle, and the look-out man in the bows shouted to the mahangiri to go to " daman" (*i.e.,* to go to her starboard). The mahangiri did not keep to " daman"; the wheel of the *Shamrock* was then put down to port, and whilst the barge had hardly answered her helm, when the *Shamrock* struck the *Khujoor Khadee* about amidships on her starboard side, to the southward of Cross island and abreast the Boree bandar, Bombay harbour The serang of the barge stated that two or three minutes before the collision he gave the order to stop the engines and then to reverse them; and that he let go his anchor when the barge was about 10 cubits from the mahangiri. No damage to barge *Shamrock.* No loss of life.

[A Court of Inquiry was held at Bombay, in the Chief Presidency Magistrate's Court, on the 14th, 15th, and 18th June, to investigate the circumstances connected with the collision between the steam barge *Shamrock* and the mahangiri *Khujoor Khadee.* The Court recorded that they placed great reliance on the disinterested and intelligent evidence of the chief engineer, second officer and clerk of the S. S. *Java,* which vessel was at anchor, about 30 yards from where the collision took place. These witnesses stated that they had heard no whistle from the barge. The chief engineer stated that the barge did not reverse her engines, and that if she had done so he would have observed it from the water under her stern, which he could see from where he was standing. These three witnesses said that they saw the wheel of the barge turned down to port when the barge was near the mahangiri, but that the barge seemed to alter her course. The second officer and clerk also stated that they saw the barge let go the anchor when she was 2 to 4 yards from off the mahangiri. The Court observed that the second officer assisted in rescuing the lives of from 10 to 20 of the men. From the evidence of the (witness) foreman of the coolies, it appeared that 65 coolies, 3 winchmen, one native foreman, and the witness himself got on board the mahangiri from the ship *Marika.* At that time the mahangiri had on board her crew consisting of 6 men, one other coolie and a boy who had returned in her from the shore. It thus appeared she had 72 passengers in her, besides her crew of 6 men, at the time of the collision, though she was licensed to carry only 51 passengers in the fine season and 46 during the monsoon. One of the coolies died immediately after he was picked up out of the water, and 4 others were missing. As they could not be found, though every search had been made for them, the Court came to the conclusion that they were drowned. After a careful consideration of the evidence, the Court were of opinion that the collision between the steam barge *Shamrock* and the mahangiri *Khujoor Khadee* was caused through gross ignorance in not complying with Rule XXII of the Bombay Port rules, as well as through culpable negligence on the part of the serang of the *Shamrock* in not having kept out of the way of the mahangiri. The serang of the *Shamrock* expected the mahangiri (a sailing vessel) to give way to him. The Court considered that when the serang observed that there was a possiblity of a collision with a boat carrying a large number of passengers, he should at once have eased and stopped his engines, and reversed them, if necessary. Had he taken these steps in time, even though the collision might still have occurred, the result would not have been so serious, and the loss of life would probably have been avoided. The Court were of opinion that the tindal of the mahangiri *Khujoor*

Khadee was perfectly right in continuing his course, and quite justified in expecting the steam barge would give way. The Court remarked that the serang of the *Shamrock.* had been in charge of her in Bombay harbour for 15 years, without meeting with any accident until the present one, and that the serang stated he knew of no rule by which he was bound to give way to a sailing craft. If the same ignorance prevailed amongst the serangs of the numerous steam barges and tugs that ply in the harbour, it was time, the Court considered, that men in their position should be called upon to make themselves acquainted with Rule XXII of the Bombay Port rules, which laid down that tugs, " when not towing launches and other boats propelled by steam, shall keep out of the way of all other boats." The Court recorded that it now remained for them to draw attention to the fact that by this most unfortunate collision five lives were lost. As already noticed in this report, one man died immediately after he was picked out of the water, but there was no evidence before the Court to enable them to arrive at any definite conclusion as to whether the other four men met their death by drowning after jumping overboard, immediately before or at the time of the collision, or whether they were submerged and drowned after the accident had taken place. So far as was known, their bodies had not been recovered.]

The Solicitor to the Bombay Government stated that the Court should, under section 16 of the Indian Merchant Shipping Act IV of 1875, have committed the serang of the steam barge, or held him to bail, to take his trial before the High Court. The Judge of the Court of Inquiry was of opinion that the serang should be formally charged before him when sitting alone as Presidency Magistrate, and that he should take the evidence *de novo* and commit the serang for trial. This was subsequently done, and the serang was tried at the High Court Criminal Sessions, and was awarded simple imprisonment for a period of six months.

The Port Officer of Bombay reported that neither the serang of the steam barge nor the tindal of the mahangiri held a certificate from the Government. A proposal that all such persons should be examined as to their knowledge of the Rule of the Road and obtain certificates was negatived by the Government of India. The port rule referred to by the Court was in the spirit of the Rules of the Road at Sea which had been established for many years, and should be familiar to every person in charge of vessels of every denomination; for a person in charge of a steam barge, such as the *Shamrock,* to profess ignorance of them in the present day, exhibited gross culpable negligence on his part. These rules of the road had been published in the vernaculars with diagrams, and were procurable gratis by any person, and no excuse therefore existed for a plea of ignorance upon this subject being put forward by those in charge of vessels.

The Governor of Bombay, in confirming the proceedings and report of the Court of Inquiry, remarked that the Court were of opinion that the collision was caused through gross ignorance in not complying with Rule XXII of the Bombay Port rules, as well as through culpable negligence on the part of the serang of the *Shamrock* in not having kept out of the way of the mahangiri, and in the penultimate paragraph of their report they remarked upon the statement of the serang that he knew of no rule by which he was bound to give way to a sailing craft. This statement, the Port Officer pointed out in his report, exhibited gross culpable negligence on the part of the serang, and it appeared from a report published in the newspapers, that the man had been tried at the Criminal Sessions of the High Court on the 27th June, and having been convicted of navigating his vessel in such a manner as to endanger human life, had been sentenced to simple imprisonment for six months.

169. The British Indian mahangiri KHUJOOR KHADEE [of Bombay, 14 tons register, official number 4031, age 19 years], was coming from the ship

Marika, which was anchored off Boree bandar, Bombay harbour, and was proceeding to that bandar with 72 labourers (passengers) on board. On the afternoon of the 6th June, the tindal of the mahangiri stated that he sighted the steam barge about 25 to 60 fathoms off, coming straight down the harbour, whilst he was crossing the harbour. He kept on his course, and called out to the steam barge to go to " daman" (to her port). The mahangiri was sailing free with the wind before port beam. The tindal of the mahangiri heard the steam barge's whistle at 6-30 P.M. when abreast of the Boree bandar, Bombay harbour, but she did not appear to alter her course or to lessen her speed, or to drop an anchor, before the collision took place. The force of the collision was so violent that the starboard side of the *Khujoor Khadee* was cut completely through by the steam barge *Shamrock,* and all the men were precipitated into the water. The mahangiri after the accident hung across the bow of the *Shamrock,* when about 50 of the labourers got on board the steam barge and were landed at Carnac bandar; 24 of the men were picked up by the Customs' steam launch and a jolly boat belonging to the S. S. *Java,* but one man died immediately afterwards; the remaining four men were drowned. Value of damage to mahangiri, about Rs. 600. The crew, 6 men, and 72 passengers; 5 lives lost.

170. The British iron screw steamer CLAN DRUMMOND [of Glasgow, 1,904 tons register, official number 86669], from London to Calcutta, with a general cargo. On the 8th June the steamer was proceeding up the Hooghly river in pilotage charge; at 1-50 P.M. she crossed the James and Mary's, and when going up towards Nurpur point, keeping well on the starboard hand of the channel, the pilot observed the S. S. *Cochin* coming down below Single Tree, hugging the bank on the *Clan Drummond's* port hand. The pilot continued porting the helm till the starboard bilge took the bank at or just above Nurpur point. The helm was a-port, the pilot kept it hard over, and ordered the engines full speed astern, endeavouring, as he had been compelled to ground by the course the *Cochin* was taking, to remain on the bank till she had passed. Contrary to the pilot's best endeavours, the *Clan Drummond's* head fell over to port, the S. S. *Cochin* was then about 400 to 500 yards off, coming down still showing to the pilot of the *Clan Drummond* her starboard side; all of a sudden she seemed to have stopped her engines and put her helm hard-a-port, which brought his vessel in a position right across the bow of the S. S. *Clan Drummond,* and in a minute or two afterwards the S. S. *Cochin* came into contact with the stern of the S. S. *Clan Drummond* about her main rigging and on the port side, smashing in her plates at and below the water's edge. The engines of the *Clan Drummond* had been going astern full speed from the time she struck the bank, and at an interval of from three to four minutes the *Clan Drummond's* headway was almost stopped at the time of the collision. Almost immediately after the casualty the pilot of the S. S. *Cochin,* hailed out that she was sinking, when the pilot of the *Clan Drummond* stopped the engines, let go the starboard anchor to keep her in position and took off the crew of the *Cochin.* The vessels were still foul of each other, and the *Cochin,* about a quarter of an hour afterwards, was driven apart by the force of the tide and sank, when the pilot immediately slipped the *Clan Drummond's* anchor and 30 fathoms of cable as the *Cochin* had sunk on it. The *Clan Drummond* received considerable damage, her both bows, forward of the collision bulkhead, were stove in about and below the water's edge; the collision bulkhead saved her from going down. Some water got into the forehold, but it was kept under by the pumps. Value of damage to *Clan Drummond,* Rs. 35,000. No cargo lost. No loss of life.

(For an account of this vessel, see Wrecks No. 30.)

171. The British iron ship KHYBER [of Liverpool, 1,967 tons register, official number 81396], from Liverpool to Calcutta, with a general cargo. On the 9th June the ship was proceeding up the Hooghly river in charge of a pilot and in tow

of the steam-tug *Challenge*. When abreast of Luff point she met with a sudden squall from the N.W., the force of which was so strong that the vessel became unmanageable for a time, during which she began drifting with the last quarter flood on to the Hooghly sand, and it being so thick with rain that it was impossible for the pilot to see either bank. On the leadsman giving less and less water the pilot ordered the bower anchor to be let go in about 9 fathoms of water which parted with 46 fathoms of chain, and as it parted without any very heavy strain—the wind being against the flood—it was found to have been caused by a bad link. The anchor, before it parted, checked the ship sufficiently to enable the steamer to get broad on her port bow, and the tug by going full speed ahead got back into the channel. The anchor saved the ship from a very serious grounding. No damage to steamer or cargo. Cost of recovering anchor and chain, Rs. 440. No loss of life. (The casualty was unavoidable.)

172. The British Indian brig AMANATAR RAHAMAN [of Chittagong, 119 tons register, official number 16 of 1881], from Pámban to Chittagong, with sand ballast. It appeared the brig left Pámban on the 11th April, where she did not repair before leaving, and on the 9th June, when she was in latitude 19° 35′ N., longitude 89° 40′ E. (Bay of Bengal), she met with boisterous weather and sprung a leak. The brig began to make water so rapidly that the tindal put into Akyab for safety, being the nearest port. Value of damage to brig, Rs. 250. No cargo on board. No loss of life.

173. The British iron ship PEMBROKE CASTLE [of Liverpool, 1,171 tons register, official number 47575], from London to Calcutta, with a general cargo. The ship was proceeding up the Hooghly river in charge of a pilot on the 10th June, without steam, and anchored in the Mud point channel. The pilot, whilst heaving up the anchor in six fathoms water in mid-channel, the Kedgeree trees bearing W. by S., the ship lost the anchor with 27 fathoms of cable. No damage to the ship or cargo. Cost of recovering anchor and chain, Rs. 316. No loss of life. (The casualty was unavoidable.)

174. The British iron screw steamer ADIRONDOCK [of Liverpool, 1,302 tons register, official number 81292], from Liverpool to Bombay, with a cargo of coals. At 8 A.M. on the 12th June, when 800 miles W. by S. of Bombay (Arabian sea), the low pressure piston broke in a moderate sea during the S. W. monsoon. With the aid of one engine and sails, and with no assistance, the steamer managed to arrive safely without any further damage. No damage to hull or cargo. No loss of life. (Cause of the casualty was unknown.)

175. The British Indian wooden barge SHIVA [of Calcutta, 32 tons register, official number 110], from Calcutta to Ulúbaria, with 105 Native passengers on board. It appeared that on the 16th June the barge was attached to the steamer *Komolo,* and at the time of starting the steamer had 132 passengers in addition to those carried on board the barge, making in all a total of 237 passengers, bound for Ulúbaria. Both the steamer and barge were safely proceeding down the Hooghly river, when, at about 9 A.M., at the Badhurtolla chur off Rajganj, the steamer *Gungasagor* ran into the barge, causing considerable damage. After the accident, some of the passengers, about eight to ten persons, jumped on board the *Gungasagor,* when one woman was drowned. The remaining passengers were at once transferred to the *Komolo,* and the barge, which would have sunk but for her watertight compartment, was subsequently beached. The passengers who were transferred to the *Komolo,* were landed at Rajganj, whence they were finally conveyed to Ulúbaria. The barge *Shiva* was eventually got off with damages to the amount of Rs. 1,500. No damage to steamer *Komolo.* One life lost. (The casualty was caused by the carelessness of the serang of the steamer *Komolo.*)

[A Judicial Inquiry was held at the Port office, Calcutta, on the 5th and 6th September by the Officiating Joint Magistrate of the 24-Parganas, to investigate the cause of the collision between the steamer *Gungasagor* and the barge *Shiva*. The Court recorded that the *Komolo* appeared to be over 100 tons burthen, and the *Gungasagor* certainly was 150. They both seemed to fall within the definition of "Inland Steam vessel" as defined in section 1 of Act VII B.C. of 1879; and therefore should have been commanded (section 3) by a person holding a certificate. It appeared that the collision occurred off Rajganj, near the Bhadhurtolla chur, in the Hooghly river, on the 16th June. The *Gungasagor* was proceeding up the river from Ulúbaria to Calcutta, and the *Komolo* was going down from Calcutta with the flat *Shiva* lashed along her right side. The two vessels (being river passenger steamers) met, and the *Gungasagor* ran into the flat, cutting her open for about six feet. The Police made an inquiry and the results were reported to Government. The Government, therefore, directed a Special Inquiry into the matter of the collision. The Court observed that the witnesses might be divided into three classes,—those on board the *Gungasagor,* those on board the *Komolo,* and third parties who were spectators of the disaster. The witnesses from the *Gungasagor* declared that both vessels were travelling in the channel, and on nearing the black buoy off Rajganj the *Gungasagor* turned to the right, leaving the buoy a little to the left and proceeded over the shoal water, whilst the *Komolo* maintained her course in the channel till the vessels neared, and then turned sharp round to her left and ran across the bow of the *Gungasagor*, so as to render the collision inevitable. The witness from the *Komolo* stated that they were keeping close in against the eastern bank of the river so as to keep slack water, for it was about half flood-tide then, whilst the *Gungasagor* struck across to her right a little below the buoy and came up towards the *Komolo,* and when the vessels neared, the *Komolo* turned more and more into the eastern side, the *Gungasagor* did the same and ran into the flat on the right side of the *Komolo.* The witnesses, who saw the occurrence from a distance, said that the *Komolo* came down the river close beside the eastern bank all along, whilst the *Gungasagor,* turning to her right some distance below the buoy, moved towards the eastern part of the steamer, and eventually ran into the flat; but what took place just prior to the collision they did not know. All the witnesses practically agreed as to the course of the *Gungasagor;* but as to that of the *Komolo* her own people and the spectators stated she was keeping along the east bank, whilst the *Gungasagor* people stated she was out in the channel. The latter were clearly wrong, and there could be no doubt that the *Komolo* kept in by the east bank, for the weight of evidence showed that, and also it was far more probable that the *Komolo* in going against flood would have preferred the slack water along the east bank to the strong current of the channel. The facts then as to the course of the vessels were these: The *Komolo,* as explained, steamed down keeping close into the east bank; her draft was 5½ feet, and at half flood the depth of water had been about 12 feet more than the soundings noted on the chart. The *Gungasagor* came up the river in the channel, but when opposite Sankral she turned to her right and went over the shoal water to the east of the buoy. The reason appeared to have been twofold:—first (as stated by the Manager of the *Gungasagor*), because there were a number of boats in the channel ahead of her, and secondly (as the Port Officer suggested), to take a short cut. She was rather larger than the *Komolo* and her draft was said to have been 6 feet. This course brought her straight in front of the *Komolo.* The serang of the *Gungasagor* knew the Rule of the Road,—that steamers approaching should each keep to its right; but the serang of the *Komolo* did not know it, and believed that the rule was that they should each keep to its left. This confusion appeared to the Court to have been the cause of the collision. When the

vessels approached, the *Gungasagor* evidently tried to observe the rule and pass between the *Komolo* and the bank, whilst the *Komolo,* partly through misconception of the rule, and partly, it seemed also, through the desire to keep close to the bank, turned to her left and tried to pass between the bank and the *Gungasagor.* In this endeavour each vessel turned her head more and more to the bank until their paths were at right angles, and the *Gungasagor,* carried along with the flood, ran into the flat at right angles, cutting into it about 6 feet. As regards the immediate facts of the collision, the only witnesses were the people on board the two vessels. The accounts given by both sides of the course of the *Gungasagor* practically agreed, *viz.,* she stopped her engines at some little distance before the collision, and reversed them when it was imminent or just taken place; but her previous motion and the force of the tide neutralized their action, so that she ran into the other. But the accounts differed altogether as to what the *Komolo* did. Her own people stated they were going at full speed till the collision occurred, then they stopped their engines, but almost immediately afterwards went on again, having cut away the ropes that lashed the flat to her. The *Gungasagor* people said the *Komolo* stopped her engines when just in front of them so as to render the collision inevitable, whereas had she kept them going she would have passed clear. This story appeared so improbable as to be unworthy of credit; and the other statement seemed to the Court that the *Komolo's* engines were not stopped till about the time of the collision occurred. As a minor matter, it might be mentioned that both sides agreed the *Gungasagor* did not whistle when the collision was impending, but the *Komolo* did whistle (though the other party denied it), and signs were made to the *Gungasagor* to keep off to the West, none of which were attended to; the serang of the latter vessel, however, said it was impossible for him to turn, as there was too little room. On the above facts the Port Officer formed the opinion, in which the Court fully agreed, that both vessels were to blame for the collision, though he considered the evidence very conflicting. The *Komolo* was wrong, because she kept to the left or wrong side of the river in contravention of the Rules of the Road, and on seeing the *Gungasagor* approaching at some distance off she appeared to have made no effort to stand over to her right, and so admit of the other vessel passing her on the port hand, but persistently stood over to the Calcutta side of the river with the result of bringing herself across the course of that vessel. If after this her helm had been starboarded so as to bring her beam on to the tide, the Court considered it probable the *Gungasagor* would have passed under her stern and the collision thereby avoided. It must be observed that she was steaming against the tide, and was, therefore, probably under better command than the *Gungasagor.* The *Gungasagor* was to a certain extent in fault in not sheering to port when the *Komolo* was observed nearing her and insisting on crossing her bows. Had that been done, the collision would probably have been avoided, or at least the shock would have been a very feeble one. Although the *Gungasagor* stopped her engines some little distance before the collision, and reversed them when it appeared imminent, yet the result was of little benefit, as the vessel was swept on to the other by the strength of the tide. After the collision the flat was cut free from the *Komolo,* and was taken in tow by the *Gungasagor,* the passengers on her having been received on board both those vessels. The *Midnapur* came to their help at once and took charge of the flat, which she beached close by. It was reported that no lives were lost, but from the evidence of three persons who were examined it appeared that a woman named Kamini, who was on the flat, had disappeared and could no longer be found. The evidence was merely negative, and no one could give any particulars of what happened to her at the time. The Court remarked that the *Gungasagor* was a vessel of 150 tons, but her serang held no certificate, the

explanation offered was that none were believed to be necessary; but it seemed strange, considering that the Act (VII B.C. of 1879) had been in force more than four years. The *Komolo* also appeared to have been about 100 tons, and the evidence went to show that her serang had no certificate at the time of the collision, though he had since been examined for one. The Manager of the *Gungasagor* stated in evidence that her burthen was 150 tons, and the serang of the *Komolo* said the former was rather larger than the latter; but the difference between them was not very great, for the serangs of the two steamers stated that the *Gungasagor* drew 6 feet of water and the *Komolo* 5½ feet. Hence the *Komolo's* burthen was probably not much under 150 tons.]

176. The British Indian iron steamer GUNGASAGOR [of Calcutta, 150 tons register, official number 14], from Ulúbaria to Calcutta, with 300 Native passengers on board. On the 16th June the steamer was proceeding up the Hooghly river in the flood tide. At about 9 A.M. she passed Rajganj; leaving the newly laid buoy on her left, she sighted the steamer *Komolo* with the barge *Shiva* attached to her right side, going down the right bank of the river, when all of a sudden, at a distance of about 120 feet, the *Komolo* presented her broadside, apparently with a view to cross the river, whilst the *Gungasagor* was proceeding up, favoured by the help of the tide and wind. On seeing this, the serang of the *Gungasagor* stopped and reversed the engines full speed astern. On this manœuvre the *Komolo* with the barge *Shiva* most injudiciously stopped her engines, and the consequence was that the *Shiva* came into collision with the steamer *Gungasagor*. Had the steamer *Komolo* not stopped her engines, and continued going across, there would have been no accident. No damage to steamer *Gungasagor*. No loss of life.

177. The British iron screw steamer KEPLER [of North Shields, 1,205 tons register, official number 76660], from Penarth to Aden, with a cargo of coals. The steamer was anchored in the Inner harbour of Aden (South coast of Arabia), on the 17th June, and at 7 A.M. two seamen were sent down the after-hold to get the mooring chains on deck; one of them having lighted a match in the hold, an explosion of coal gas took place. The hatches were immediately opened and ventilators attended to; the fire was subsequently subdued and extinguished after having damaged the cabin fittings, skylight, &c. Value of damage not reported. No cargo lost. No loss of life. (The casualty was caused by the carelessness of the crew.)

178. The British iron barque CUBANA [of London, 499 tons register, official number 45753], from Laichanpur and Balasore to Chittagong, with a cargo of rice and paddy. On the 20th June, whilst the barque was proceeding up the Kornafuli river without steam, in charge of a pilot, at 5-45 P.M., the wind fell light, and the barque being swept out of the channel, she took the ground nearly abreast of the Juldia flagstaff, with all sails set, before the anchor was let go, the Juldia flagstaff bearing S.W., and the Inner red buoy Easterly, distant about 150 feet (Chittagong coast). The pilot sounded all round and found she had laid on soft mud bottom. She floated off at 8 P.M. after having been aground for 2¼ hours. No damage to barque or cargo. No loss of life. (The casualty was caused by the carelessness of the pilot.

179. The British iron barque TAMERLANE [of Glasgow, 768 tons register, official number 29820], from Newcastle (Australia) to Rangoon, with a cargo of coals. On the 20th June, the assistant harbour master received orders to berth the *Tamerlane* off the Coal sheds on the Dalla side in the Rangoon river. At slack water he proceeded on board the *Tamerlane*, hove short, and as the tide made commenced dropping her up; the barque *Cacin* being astern of her, was also dropping up. The *Tamerlane* being laden was overhauling the *Cacin*, that vessel being in ballast, and as soon as the assistant harbour master perceived

this, he ordered the chain to be lighted to, in doing so the chain got jammed on the windlass, on which the assistant harbour master immediately ordered the other anchor to be got ready; but before the chain could be let go the *Tamerlane's* starboard quarter came into collision with the *Cacin's* port bow at 3 P.M. off the Brooking Street wharf (Burma coast.) On the assistant harbour master on board the *Cacin* observing that the *Tamerlane* was coming down on her, he hove up his anchor off the bottom; the *Tamerlane's* second anchor holding the *Cacin* drifted away, and the two vessels were separated. The *Tamerlane's* iron quarter rail was carried away for about ten feet, the maintopgallant and royal backstays were also carried away, and the bumpkin broken. Value of damage to *Tamerlane,* about £40. No cargo lost. No loss of life. (The collision was caused by the *Tamerlane* having her chain jammed, also by not having the second anchor in readiness to let go).

180. The Italian wooden barque CACIN [of Genoa, 967 tons register, official number not reported], from Liverpool to Rangoon, in ballast. At about 2 P.M. on the 20th June, an assistant harbour master was ordered to take the *Cacin* into a safe berth, as she was then riding at single anchor off Daneedaw, in the Rangoon river. The assistant harbour master proceeded on board and hove short, and as soon as the tide served he commenced to drop her up with the flood-tide, when he perceived the barque *Tamerlane* coming down on the *Cacin,* and finding that the *Tamerlane* was overhauling on the *Cacin,* the assistant harbour master hove up the *Cacin* at once and got the anchor off the ground; the *Tamerlane* being a loaded vessel, came right on the *Cacin's* port bow at 3 P.M. off the Brooking Street wharf (Burma coast), and fouled her. The only damage done to the *Cacin* was simply the loss of the spritsail yard, estimated value about £10. No cargo on board. No loss of life. (The collision was caused by the *Tamerlane* having her chain jammed, also by not having the second anchor in readiness to let go.)

181. The British iron screw steamer CRYSTAL [of Newcastle-on-Tyne, 1,704 tons register, official number 83916], from Calcutta to Hong Kong, with a general cargo. On the 20th June the steamer was proceeding down the Hooghly river under pilotage charge, at 9-40 A.M., when passing Devil's point at first quarter of the flood-tide, the wheel chains jammed with the helm over to port, and before she could be straightened up again the steamer's starboard bilge slightly took the edge of the sand off Devil's point, but she floated off again in five minutes. The *Crystal* remained perfectly upright whilst she was touching the ground, and had apparently not sustained any damage. No cargo lost. No loss of life. (The casualty was accidental.)

182. The French wooden barque CONDOR [of Bordeaux, 425 tons register, official number 3692], from Pondicherry to Calcutta, in ballast. On the 21st June the barque, whilst proceeding up the Hooghly river under sail, a squall blowing to the N.W., the pilot clewed up all sail, but before the barque could anchor she was struck with great force. The pilot let go the port anchor, when the chain ran out to about 50 fathoms, and parted at 11-15 A.M., between Luff and Buffalo points; she was subsequently brought up with the starboard anchor. No damage to the barque. Cost of recovering the anchor and chain, Rs. 256. No cargo on board. No loss of life. (The casualty was unavoidable.)

183. The British iron barque CUBANA [of London, 499 tons register, official number 45753], from Laichanpur and Balasore to Chittagong, with a cargo of rice and paddy. On the 21st June the barque was proceeding up the Komafuli river in charge of a pilot without steam; she after having floated on the night of the 20th was dropped up by the pilot to an anchorage of 3 fathoms only a little above the Juldia flagstaff (Chittagong coast), and anchored for the night; at 7 A.M. the barque, whilst sailing up with the flood-tide, again took the ground at ⅜ ebb in her anchorage, caused apparently by the pilot having

picked the anchor up before the flood had made sufficiently, and was also attributed to the vessel being anchored in insufficient water. She floated off an hour afterwards; sail was made and she continued her course up the river, but the pilot again got the vessel aground near the Juldia Lower red buoy, where she hung until 11 A.M., after being aground three hours. She was subsequently brought up to moorings. No damage to the barque or cargo. No loss of life.

[A Departmental Committee of Inquiry was held on the 27th June at Chittagong on board the barque *Cubana* to inquire into the conduct of the pilot for having put the above vessel ashore on three different occasions when proceeding up the Kornafuli river. The Committee recorded that the first grounding took place on the 20th June, nearly abreast of the Juldia flagstaff or on the Upper bar, and attributed the accident to the pilot having attempted to bring the vessel, drawing 14 feet 6 inches of water, over the bar at nearly low-water; and he only seemed to have ordered the anchor to be let go on finding her actually touching the ground. The Committee gave no weight to the fact that the pilot considered that, if the helm had not been ported by the master, the vessel would not have grounded, as, from the inquiries and the evidence taken there was no doubt but that the barque was aground aft when the anchor was ordered to be let go, and the master was right in porting the helm to prevent her going over her anchor. The *Cubana* floated at 8 P.M. that night, and was dropped up by the pilot to an anchorage of 3 fathoms only, and anchored for the night at 11 P.M., when the tide was more than half flood. Owing to the pilot having anchored in such small water, the *Cubana* again took the ground at three-quarter ebb the next morning (21st June) and remained fast until the flood made, when at 8 A.M. she floated; sail was made and the pilot continued his course up the river, but again got the vessel aground on the same day near the Juldia Lower red buoy, where she hung until 11 A.M.; she then floated and was brought up to moorings. The Committee were of opinion that the pilot made a great error in not having dropped the *Cubana* up to a safe anchorage, when he got her afloat after the first grounding, as he had a flood-tide and a clear night for working, and a good safe anchorage was within half a mile of the position where the *Cubana* grounded; he should have known that 3 fathoms at half flood was not enough water to anchor a vessel drawing nearly 15 feet, and the Committee considered him greatly to blame for the second grounding. The third grounding occurred whilst the *Cubana* was under sail in a channel well defined by buoys and landmarks, and in the Committee's opinion (after having heard the verbal evidence of some of the crew and taken the written statements of the mate, leadsman, and man at the wheel) was due to the pilot having attempted to sail the barque over a flood-tide with a scant breeze which was not strong enough to give him command of the vessel in the heavy flood-tide which was then running; he must have seen from the position of the buoys that the *Cubana* was driving with the tide into danger, and if he had exercised judgment, and had been keeping a good look-out, he would have dropped his anchor before the vessel got ashore. The Committee observed that, owing to the meagre entries in the ship's log-book, the fact that no bearings were taken from the vessel to marks on shore, they had great difficulty in determining the position where the *Cubana* actually got ashore. The barque sustained no damage whatever from the groundings, and the Committee were of opinion that the pilot could have taken little, if any, care in the navigation of the vessel coming up the Kornafuli river at this season of the year with S. or S. W. winds. It was easy to sail ships up that river with the slightest risk of danger, if ordinary precautions were taken. This he could not have done, or he would not have grounded, on three different occasions, a small vessel of less than 15 feet draft in a distance of two miles. The Com-

mittee considered the pilot guilty of gross negligence or carelessness, and suggested that he be placed on half pay for a period of four months. The Committee recommended this lenient punishment, as the pilot had been, and was still, suffering from a bad fever and cold, and he stated that he was ill when he took charge of the *Cubana;* also to the fact that the barque had sustained no damage from the accidents.]

[The finding of the Departmental Committee of Inquiry was approved by the Commissioner of the Chittagong Division.]

184. The British iron ship MABEL [formerly the *Sungbeam* of Liverpool, 1,260 tons register, official number 52665], from London to Calcutta, with a general cargo. On the 22nd June the ship was proceeding up the Hooghly river in charge of a pilot and in tow of the steam-tug *Hunsdon;* on crossing the Eastern Gut, James and Mary's, the ship sheered towards Hooghly point, the order was given to put the helm hard-to-starboard, hoisted foretopmast staysail to make her pay off, when the second officer of the *Mabel,* by some misunderstanding, sung out hard-a-port; and on the pilot observing this again sung out hard-a-starboard, and drew the master's attention to the fact, who was on the poop at the time. The result was, that the pilot brought the tug on the ship's port beam before she had recovered herself, then shot across again to the westward with the helm hard-to-port, and ere the tug was able to make the ship recover her sheer and straighten up, the *Mabel* unfortunately took the ground on the edge of the Muckraputti Lumps. The pilot immediately got the steamer to pass a hawser aft, and an attempt was made to pull the ship off, but failed, as the tide had fallen. The tug then cast off the *Mabel* and proceeded to town (Calcutta) to procure assistance to lighten the ship forward. On the 23rd the tug returned with cargo boats, and the ship discharged about 50 tons of cargo, when again, after having passed hawsers aft, she was pulled off on the flood, and was towed up to Budge-Budge, where she anchored for the night. The *Mabel* was aground for one day. On arrival at town, she was taken into the Caledonia Dry dock at Howrah, and a special survey on the bottom of the vessel was held on the 16th July, also to ascertain whether she had sustained any damage by grounding. The Surveyor to Lloyd's, after a careful examination, found no indication of straining or any hurt whatever on the bottom. The cement inside (there being full cargo left in the hold in midships to ballast the vessel) was perfectly sound; the rudder, gudgeons, and pintles were in good condition. The ship had taken no hurt by the grounding except that the paint on the flat of the bottom was more or less scrubbed off. The Surveyor recommended that the bottom, as far as the load water mark, be well cleaned down and painted with two coats of good paint and a coat of tallow. The paint on the topsides was also much chafed and injured by the cargo boats rubbing against the sides in the strong tide whilst the ship was on shore, specially on the port side; the topside from the load line up should be scraped and coated on both sides with fresh paint. The hawsers and lines broken, chafed and lost in discharging cargo and making cargo boats fast alongside, whilst the vessel was on shore, must be replaced with new ones. No damage to ship or cargo. No loss of life.

I (the Port Officer) was of opinion that the casualty resulted through the second mate of the ship having passed on to the helmsmen a contrary order to that given by the pilot, *viz.,* to put the helm to port instead of to starboard, which, notwithstanding the prompt measures taken to prevent it, caused the ship to take the ground to the westward of Hooghly point, and there remained until lightened. No blame could have been attributed to the pilot for the accident which had occurred, as the vessel had sustained no damage whatever.

185. The British iron screw steamer ALSATIA [of Glasgow, 1,843 tons register, official number 73817], from Calcutta to Leghorn, Naples, &c., with a

general cargo. About 9 A.M. on the 23rd June the steamer under pilotage charge, whilst getting underweigh, commenced to turn on her port helm off the French Mail steamer's depôt, Garden reach; there being a strong tide the pilot perceived that the steamer was drifting close to the ship *Loch Ryan,* which vessel was at anchor near Garden house, Hooghly river. The steamer was going astern to avoid the southern bank, and then immediately went ahead full speed with her helm hard-a-port, but she could not gather sufficient way in time to clear the *Loch Ryan,* and found that the pilot had misjudged his distance by some five or six feet. The *Alsatia* swung head down the river, with no room to turn again, and her starboard quarter struck the *Loch Ryan's* bow, whereby both vessels sustained considerable damage; the *Loch Ryan* was detained five days in port. It being the last day and the last tides during which it was considered safe to go down the river, the pilot, with the advice of the master, immediately proceeded to sea, rather than suffer some ten days' detention. The *Alsatia's* four stanchions and rails were carried away, and top part of ship's side cut down about ten inches; all the damage was above the upper deck, so that this apparently did not impede her progress. Value of damage to *Alsatia,* Rs. 2,000. No cargo lost. No loss of life.

[A Departmental Committee of Inquiry was held in the Port Office, Calcutta, on the 13th July, to inquire into the cause of the collision between the S. S. *Alsatia* and the ship *Loch Ryan,* whilst the former vessel was under pilotage charge, turning round to go away, the latter was in the moorings at Garden reach, on the 23rd June. The only evidence which the Committee had before it was that of the leadsman, as both the ships had proceeded on their voyages. The Committee were of opinion, after questioning the pilot and his leadsman, and also reading the reports from the pilot and the masters of the steamer and ship, that the pilot was guilty of an error in judgment in *not* having sent the engines ahead a little sooner than he did. The reach was crowded with shipping, and the *Loch Ryan* was lying moored in the stream, with two anchors down. Had the helm of the *Loch Ryan* been put to starboard, perhaps the collision might have been avoided; but the Committee had no evidence that it was not so.]

I (the Port Officer) concurred in the conclusion arrived at by the Committee, that the pilot, was guilty of an error in judgment on the occasion.

The Lieutenant-Governor of Bengal after much hesitation accepted the Committee's finding in the present case. The pilot's conduct betrayed great unskilfulness, and the Lieutenant-Governor remarked that he would not let another such case pass without punishment.

186. The British iron ship LOCH RYAN [of Glasgow, 1,207 tons register, official number 76738], from Calcutta to London, with a cargo of wheat, linseed and rapeseed. The S. S. *Alsatia,* whilst proceeding down the Hooghly river, at about 9-45 A.M. on the 23rd June, fouled the ship *Loch Ryan,* lying moored with two anchors in the stream off Garden reach, abreast of the King of Oudh's palace, preparatory to going to sea, and considerably damaged her. The head and head gear of the ship, together with the bobstays and martingale, were totally knocked off, and a number of the stem plates had started very badly. The *Alsatia,* which had also received considerable damage, immediately proceeded down the river; but the *Loch Ryan,* however, was detained five days in port. The Surveyors to Lloyd's and Veritas proceeded on board of the ship *Loch Ryan* on the 23rd June, lying at Garden reach, in order to examine the damage done to that vessel, caused by the S. S. *Alsatia* coming foul of her whilst she was lying moored with two anchors down, off the Botanical Gardens, waiting for a steamer to tow her to sea. After a careful survey they reported that the *Loch Ryan* sustained the under-mentioned damage:—the figure-head was split in two and the starboard half lost overboard, the forward lengths of trail-board on each side were split and broken, the lower head rail on the starboard

side split and broken, the following pieces of the head knees split and damaged, the stem rivets in the outer end of the sheer strake started, and the outer end of the sheer strake near the bobstay broken, the bobstay (an iron bar) broken and the bolt fastening it to the stem broken, and the martingale broken in two. In order that the ship might proceed to sea with as little delay as possible, the Surveyors recommended that the remaining portion of the figure-head be removed and a piece of covering board fitted instead to make the cutwater in that part watertight, and to have a new figure-head fitted when the vessel got to London. Also that the forward length of trail-board be removed and the bolt hole plugged up to prevent the water getting into the cutwater, the following pieces and head rail to be extra bolted to prevent them being washed off at sea, and permanent repairs done when the ship reached London. The bobstay and martingale must be made good before the vessel leaves port. The rivets of the sheer strake plate must also be secured before sailing. She subsequently proceeded on her voyage on the 28th June, after having been temporarily repaired. Value of damage to *Loch Ryan,* Rs. 5,024. No loss of cargo. No loss of life. (The casualty was caused by the carelessness of the pilot of the S. S. *Alsatia.*)

187. The British iron screw steamer ATHENS [of London, 1,493 tons register, official number 77066], from Cardiff to Aden, with a cargo of coals. At 10 P.M. on the 23rd June, whilst the steamer was coming to an anchor in the Outer harbour of Aden (South coast of Arabia) in six fathoms of water, the low pressed piston junk ring and packing ring were found to be broken; cause not reported. She was repaired at Aden. No damage to the hull or cargo. No loss of life.

188. The British iron screw steamer CLAN MACKENZIE [of Glasgow, 1,930 tons register, official number 85944], from Liverpool to Calcutta, with a general cargo. It appeared that on the 25th of June, at about 5 A.M., the steamer, when to the N. E. of Sokotra, in latitude 13° N., longitude 56° E. (Arabian sea), experienced very fresh winds, with short chopping sea, which increased to a hurricane. She shipped large quantities of water fore and aft, carrying away her deck fittings and some cases of acids—deck cargo. The hurricane lasted fourteen hours, the sea sweeping clean over the vessel, carrying away starboard quarter boat, staving in life boats, carrying away four stanchions, and damaging rails and bulwarks. The steamer, from the 25th till the afternoon of the 27th, laboured very badly, rolling in the trough of the sea at 45 degrees at times. Value of damage to the steamer and cargo not reported. No loss of life.

189. The British iron screw steamer RENFREW [of Liverpool, 1,388 tons register, official number 84051], from Cardiff to Kurrachee, with a cargo of patent fuel. On the 26th June, the steamer was proceeding up the Kurrachee harbour (Sind coast) in charge of a pilot; at 4 P.M. she grounded on Deep Water point owing to an error of judgment on the part of the pilot in not giving the point a wider berth. On the next day, after discharging 250 tons of coal, she floated off at high-water, having been aground 18 hours. The steamer was subsequently taken into moorings under steam. The Engineer Surveyor of the Port stated that she was examined by the Harbour Works divers on the 30th June by feeling only, the water being too muddy to see any defects. The diver commenced from the bow of the vessel by a ladder being swung under the keel; this admitted of his feeling up both sides of the ship for the height of two plates, but were all found intact, as also the keel, which latter in some places was rather rough, probably through touching on the point. A small piece off the lower edge of the keel was found sticking out between the foremast and the funnel. On the 2nd and 13th July a further examination was held on the steamer *Renfrew* by the Surveyors to the Port of Kurrachee. They reported that from a perusal of the report of the divers it was gleaned that no injury was done to the vessel below water

outside. The Surveyors, after a careful examination of the hull of the vessel, found no damage had been sustained, and consequently considered her perfectly seaworthy and fit to proceed on a voyage, but recommended that, on her arrival in England, she should be docked and have undergone a more thorough examination. After the vessel was lightened one of the four blades of her propeller was found missing, it having been broken off probably by coming in contact with some hard substance. A new blade had been fitted, the screw being just as serviceable as before, and the vessel had been caulked forward and aft, after which the *Renfrew* sailed on the 26th July for Port Said. Value of damage to steamer not reported. No cargo lost. No loss of life.

[A Departmental Committee of Inquiry was held in the Harbour Board's office, Kurrachee, on the 12th July, to inquire into the cause of the grounding of the S. S. *Renfrew*. The Board, after a careful perusal of the letters of the master of the vessel, and of the pilot in charge, regarding the accident, were of opinion that the grounding of the S. S. *Renfrew* was caused through an error of judgment on the part of the pilot in charge. But taking into consideration the state of the tide, and the possible effect on the vessel's steerage by the eddies caused by Deep Water point, as well as the favourable report made by the Port Officer as to the pilot's general carefulness and efficiency, decided that for a period of three months, from date of accident, the salary of the pilot should be reduced to the salary he received as probationer. The Board recorded that after the expiration of that time the Port Officer should report the manner in which the pilot had performed his duties.]

190. The British wooden barque ROSA BONHEUR [of Liverpool, 1,391 tons register, official number 54451, age 16 years], from Calcutta to Falmouth, with a cargo of grain. It appeared that the barque, after discharging her pilot at the Sandheads on the 27th June, set sail and stood to sea. On the following day she encountered a cyclone in latitude 20° N., longitude 89° E. (Bay of Bengal), her rudder gave way at a place halfway down the rudder trunk, leaving her in a helpless state; the seas coming on board broke down the hatch, started the bowsprit, strained the knight heads and started the planking at the stem; opened the butts and seams of the waterways and strained the seams of the sides; started the channel boards, slackened the rigging, and strained the vessel generally throughout; the barque making water at the rate of 5 inches an hour, the crew were kept constantly at the pumps. On the 1st July the gale having slightly moderated, the master got chains to the lower part of the rudder with tackles to the main deck capstan, by which she was steered with difficulty and put about for Calcutta. She proceeded under topsails and made the South Channel buoy the next day; a strong tide running, the barque having no pilot, and being unmanageable, she was consequently driven on to the Eastern Channel reef in 5½ fathoms water, and grounded twice, once heavily and again slightly. The master set sail and got across the reef into the Eastern Channel, and was taken out to sea by the strong ebb-tide. On the 3rd she got a pilot on board, and stood up for Saugor with a light wind and strong tide. The *Rosa Bonheur* not answering her helm was driven towards Saugor sands, and the pilot let go the anchor close to the breakers to prevent her going on shore; she hoisted distress signals, but being unable to obtain assistance, and the sea beginning to rise high, she was compelled to weigh anchor and stand out to sea during ebb-tide. On the 5th she encountered a heavy Westerly gale; the barque being unmanageable and the sea washing over her, about 120 tons of the cargo had to be thrown overboard. On the 7th the gale moderated, when she stood up again for the Sandheads. On the evening of the 10th she anchored at Saugor Tower, whence she proceeded to Diamond harbour with great difficulty. Finally she was towed with a steam-tug on each side into town (Calcutta), where she arrived on the 21st July. The *Rosa Bonheur,* after having

discharged all her cargo into the Port Commissioners' shed, went into Dry dock on the 27th. The Surveyors, on the 2nd August, attended on board the barque *Rosa Bonheur,* lying in the Caledonia dock, Howrah, where she had been placed at their request, in order to inspect and report on the general state of the vessel and to advise such repairs as might then be deemed necessary. After a careful examination the Surveyors reported that they found the metal had to a great extent been torn off the stem, and that it was very thin and jagged all over in other places; there were 40 sheets entirely off on the starboard side and 20 on the port side abreast the 8 feet mark, and the seams opened, showing that the barque laboured and strained very much. The caulking in four places on each side were exceedingly slack, more especially along the bilges and garboard streaks; from post forward 6 feet of false keel were torn away, where the vessel bumped heavily on the Sea reef, and 12 feet false keel chafed off forward. The Surveyors, therefore, recommended that in order to place the *Rosa Bonheur* in the same good sea-going condition she was previously in, the metal be stripped and the bottom cleaned down and well caulked and horsed, and remetalled over tarred felt. The gammon of bowsprit, which was carried away and canvas coat torn off, must be replaced with new ones and well secured; the deck ends forward, which had opened out and fastenings started on both sides, must be well examined, refastened, well caulked and leaded over; the main and maintopmast bitts adrift and started to be well examined, refastened and secured; windlass whelps broken and gear out of order to be well examined, repaired and put in good working order; the forward ventilators smashed, two forecastle ladders broken and washed away, must be replaced with new ones; 8 deck planks on port side and 6 on starboard, abreast of fore rigging, very bad where the decks leaked seriously, to be replaced with new pine planks to the original butts; all the outside planking of topgallant forecastle on both sides started, broken, and strained with the heavy labouring of the vessel, must be renewed and replaced with good teak planks; the quick work on forecastle on both sides broken and started to be replaced with new ones; the upper channel fore and aft broken and carried away with the very heavy labouring of the vessel on both sides, must be replaced with new ones as per original; the bulwark planks from the break of the forecastle to the front of poop on both sides started, and broken to let the sea off the decks, to be replaced with new pine planks as per original, where necessary; quarter chocks started and broken to be replaced with new teak chocks; one boat smashed and lost, to be supplied with a new boat of the same size; one boat broken and damaged to be well repaired; forward boat skids started and adrift to be properly secured as before; two deckhouse ladders, broken and lost, must be replaced with new ones; 12 forecastle capstan bars, washed away and lost during the cyclone, must be replaced with new ones as per original; galley doors smashed in, must be fitted with new doors as before; two poop ladders washed away and lost, and two ventilators broken, to be replaced with new; quick work and fiferail round poop broken and started, and 4 deck planks cut into being necessary to facilitate the working of the jury steering gear, must all be replaced with new as per original; main piece of rudder broken and smashed to be supplied with a new rudder; quarter hatches broken and smashed to be supplied with new ones; main-hatches partly broken must be repaired; galley floor brickwork loosened and set adrift, and the decks leaked very much, brickwork to be lifted, the decks well caulked, and all to be properly replaced again; the chain gipsey broken and pauls adrift must be properly replaced and put into good working order; ships' bends, topsides, and deck seams much opened; the ship to be thoroughly caulked throughout from copper to copper. The Surveyors also recommended that the ship be painted with two coats of paint inside and out. Value of damage to barque, Rs. 60,000; cargo, Rs. 12,000. No loss of life.

191. The British iron screw steamer COMMILLA [of Glasgow, 549 tons register, official number 73799], from Chittagong to Calcutta, with a general cargo. On the 29th June, when in the Bay of Bengal (exact position not known), the steamer encountered a heavy gale, wind veering from S. E., through South to W. S. W., she split her fore and aft sails and had one boat washed away. No damage to hull or cargo. No loss of life.

192. The British iron screw steamer JAVA [of Glasgow, 943 tons register, official number 68016], from Bombay to Zanzibar, with a general cargo. On the 29th June, at about 5-30 P.M., the steamer was then lying at her moorings in the Inner harbour of Aden (South coast of Arabia), a fire broke out on board, caused by a lamp, which was placed in the lower forehold, breaking and igniting a carboy or demijohn of gin. The stringers and a small part of the deck overhead were slightly charred and burnt, but not otherwise hurt. The damage to the cargo was estimated at Rs. 180. No loss of life. (The casualty was caused by the carelessness of the crew.)

193. The German iron screw steamer CARLOS [of Hamburg, 763 tons register, official number 1214], from Bimlipatam and Point de Galle to London, with a general cargo. It appeared that the steamer, after having steamed 26 days from Point de Galle, on the afternoon of the 29th June, when in latitude 12° 50′ N., longitude 46° 03′ E. (Gulf of Aden), the coals were finished and two yards and other wood had been consumed. The master used a portion of the cargo and spars as fuel, but could keep no steam; he then stopped the engines and awaited assistance from some passing steamer. On the following day the S. S. *Zuid Holland* fell in with the S. S. *Carlos* short of coals, 200 miles eastward of Aden, and took her in tow for a short while, but was obliged to abandon her, as it was blowing hard with a heavy sea which caused the *Carlos* to part her hawsers. Subsequently, on the 4th July, she had been driven back another 25 miles to the East, when the S. S. *Duke of Argyle* towed the *Carlos* into Aden. Value of damage to *Carlos,* Rs. 1,500; cargo not reported. No loss of life. (The casualty could have been avoided had there been more coals on board).

194. The British iron barque CORNUVIA [of London, 799 tons register, official number 63520], from Madras and Gopalpur to London, with a cargo of rice. On the 29th June the barque was lying at anchor in 7¾ fathoms in Gopalpur roadstead (Madras coast); it was blowing light, and a heavy swell was rolling in with drizzling rain and dark and gloomy weather. At 3 A.M. the cable parted at 75 fathoms, the wooden shackle pin having been worm-eaten, and owing to the constant pitching of the barque it caused the iron shackle pin to drop off, and thus brought her into collision with the barque *Argosy*. The *Cornuvia* had her bowsprits carried away, all head gear gone, the foretopgallant mast sprung, and lost cathead, forecastle deck lifted, cutwater and figure-head damaged and bow plates injured above main deck. The *Cornuvia* was subsequently placed in safe anchorage. Value of damage to *Cornuvia,* about Rs. 1,600. No loss of cargo. No loss of life. (The casualty was unavoidable.)

195. The British wooden barque ARGOSY [of St. Johns, New Brunswick, 1,061 tons register, official number 64612], from Colombo and Gopalpur to London, with a cargo of rice. On the 29th June the barque was lying at anchor in 7¾ fathoms in Gopalpur roadstead (Madras coast); at 3 P.M. the barque *Cornuvia* parted her anchors and fouled the *Argosy;* the *Cornuvia* carrying away the latter vessel's jibboom, all head gear, two fastening bolts, headsail, cathead, the after part of forecastle, about 12 stanchions by forerigging, three planks under covering board started, mainrail pin, rail and bulwarks, about 62 feet long, and the foretopgallant mast gone. The *Argosy* was subsequently placed in safe anchorage. Value of damage to *Argosy,* Rs. 3,000. No cargo lost. No loss of life. (The casualty was unavoidable.)

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196. The British iron screw steamer ARMATHWAITE [of Whitehaven, 958 tons register, official number 74759], from Bombay to Port Said, with a cargo of wheat. Between the 1st and 8th July, when in the Arabian sea, the boilers began leaking; consequently the crew kept working at the hand and steam pumps; she put into Aden to clear the furnaces of accumulated salt, and when that was accomplished she proceeded on her voyage. The exact spot where the casualty happened, and the date of the casualty, were not reported. No damage to hull or cargo. No loss of life. (It was reported that this was the first voyage for these boilers; they having been supplied in April.)

197. The German iron screw steamer BREMA [of Bremen, 1,205 tons register, official number not reported], from Calcutta to Port Said, with a cargo of wheat. At noon of the 2nd July, when in latitude 5° N., longitude 63° E (Arabian sea), the steamer ran short of coals and was obliged to burn ship's fittings, stores and a large quantity of the cargo. She put into Aden for repairs, and after coaling she proceeded on her voyage. Value of damage to hull unknown; cargo, Rs. 15,000. No loss of life. (The casualty would have been avoided if more coals were carried on board.)

198. The German wooden barque OBERON [of Sonderburg, 379 tons register, official number 10747], from Calcutta to Cape Town, with a cargo of rice and gunnies. On the 3rd July the barque, to the N. W. of the Preparis islands, steering on a westerly course with all sails set, encountered a severe gale from S.S.W. when in latitude 15° 22′ N., longitude 91° 52′ E. (Bay of Bengal); at 8 A.M. she was suddenly struck by a whirlwind which carried away a good portion of the sails, yards and rigging, besides losing the foretopmast and the maintopgallant mast. She immediately put into Rangoon for repairs. A survey was held on the 11th July on the barque *Oberon,* she having put to Rangoon in distress, having encountered very heavy weather. The Surveyors reported that she had sustained a loss of the following spars and sails:—the foretopmast carried away at the cap on the foremast head, and the cap twisted, upper topsail yard, foretopgallant mast and yard, maintopgallant mast and yard, mizen topmast at the eyes of the rigging and mizen gaft, and a jolly boat damaged with the wreck. The upper foretopsail, foretopgallantsail, all the head sails, *viz.,* flying jib, jib, and foretopmast staysail, main topgallantsail, maintopmast and topgallant staysails and the foresail torn with the wreck. Rigging and running gear all more or less destroyed and lost. The barque was making little or no water, having made only half an inch in 24 hours. The Surveyor recommended that the cap be taken off the foremasthead, and the same carefully examined, to ascertain the amount of damage to the mast. All the spars, sails, &c., should be renewed and made good, all damage repaired, and the barque fitted out as before. The Surveyor on the 17th surveyed the foremast of the *Oberon,* and reported that the cap had been taken off the foremasthead as advised in the survey of the 11th, also the band for the lower topsail yard. On examination it was found that the masthead was very badly injured and could not be repaired, the Surveyor therefore recommended that the vessel be supplied with a new foremast. On the 27th August the *Oberon* was again surveyed to ascertain whether all the repairs, fittings, &c., on board that vessel had been completed. The Surveyor reported that the barque had a new foremast; all the spars, sails, rigging, running gear, &c., as recommended in the surveys of the 11th and 17th July, had been supplied and all damage repaired, and everything about the ship placed in good order and condition; he further stated that the work had been executed in a workman-like and satisfactory manner, and everything supplied was good. The *Oberon* was making no water, and she was now tight, staunch and strong, and fit to carry a dry and perishable cargo to any part

of the world. He considered her to be a good insurance risk. Value of damage to *Oberon*, £1,100. Damage to cargo, not reported. No loss of life.

199. The German iron ship RAJAH [of Bremen, 1,258 tons register, official number 612], from Calcutta to Dundee, with a cargo of jute. On the 3rd July the ship, in charge of a pilot and in tow of the steam-tug *Rattler*, while proceeding up the Hooghly river, turned round head to tide, and when below the Haldia tripod the pilot hauled in the ship's hawser and pulled up to abreast of the tripod. The tug was cast off and the port anchor let go, and brought up at the first stopper, *viz.*, 1·5 fathoms to the pipe; the pilot then dropped the ship into position, gave the order to slack away chain carefully, and bring the ship up, there being a strong ebb at the time; as the ship slacked up the first stopper the chain surged round the windlass, and parted at the 30 fathoms stopper. The pilot immediately ordered the starboard anchor to be let go, but owing to the noise the orders were not heard; before the anchor could be let go, about 90 fathoms had run out on the port chain, and as the ship brought up to her second anchor and 15 fathoms, the port chain kincked on the windlass and parted at about 100 fathoms, in the Haldia anchorage, in 24 feet of water, the Tripod bearing N. by W., and Haldia point S.W. At the time the pilot let the anchor go there were three stoppers on the chain, and everything was done to check it as it ran out and the ship was fair end on to the tide all the time. No damage to ship or cargo. Value of recovering anchor and chain, Rs. 710. No loss of life. (The casualty was unavoidable.)

200. The British iron screw steamer MAHARAJA [of Liverpool, 1,046 tons register, official number 81268], from Calcutta to Colombo, with a cargo of rice. On the 3rd July the steamer in charge of a pilot was proceeding down the Hooghly river; at 11-5 A.M., whilst passing Fulta reach she was rapidly coming up to the ship *Gateacre* outward bound, in tow of the steam-tug *Defiance*, and was just off the *Gateacre's* starboard quarter. The pilot gave the Nun buoy on Fulta spit a clear berth of from 60 to 70 yards, kept the Fulta sand buoy well on the starboard bow, and was fairly in the channel, when the *Maharaja* grounded in 3 fathoms on the spit off Fulta sand. The engines were kept going full speed ahead and the helm hard-a-starboard, with the conviction that it was only the bilge that had touched, as the pilot obtained 3 fathoms at the bridge; but the steamer not moving, he stopped and reversed full speed astern, when an hour afterwards she floated off into 4½ fathoms. The engines were subsequently stopped and put full speed ahead, the helm hard-a-starboard, and the *Maharaja's* head payed off to S.E., but unfortunately a ship in tow coming up the river and about to cross the *Maharaja's* bows, the pilot was compelled to steady and port the helm to avoid collision. There were two other ships, and the *City of Calcutta* in the reach below, also coming up following, so the pilot was thus prevented from getting more into mid-channel, when the *Maharaja* again took the ground and remained hard and fast; finding the engines unable to move, a kedge was run out on the port bow, but the tide having just fallen the kedge came home. The chief engineer reported that he could not have steam ready for high-water owing to the donkey engine being disabled. At 10-30 P.M. a kedge with a new coir hawser was run out again into the channel and hove tight, the strain being kept on it as the tide rose, but at 11-45 P.M. the hawser parted and the vessel came off, having been aground five hours. At this time the third officer reported that there was 5 fathoms all round the steamer. At midnight the steam-tug *Columbus* went alongside and took the hawser in on her port side, so as to slue the *Maharaja's* head out more into the channel, but the order was misunderstood, as the hawser was hauled in and made fast on the tug's starboard side (the night being pitch dark with rain, it was impossible for the pilot to see what was being done on board the tug); the result was that the *Maharaja's* head, which was E.N.E., was slued round again to S. by W., when

she a third time grounded fore and aft. An hour afterwards, finding the tug was of no further assistance, she was cast off. At daylight the steamer showed signs of floating, when the pilot stood by the engines and starboard anchor, and at 6-35 A.M. on the 4th it being nearly low-water the steamer floated suddenly, having been aground for 5 hours, and swung stern in towards the bank. The pilot let go the starboard anchor, which did not hold, and her stern touched the bank; her head being down the river, the pilot went on early, hove up the anchor and proceeded down to below Fulta point, turned round and got into safe anchorage above Fulta flat buoy. The master being of opinion that the steamer had sustained no damage, and with his consent the pilot proceeded on with the vessel to sea. No damage to the steamer or cargo. No loss of life. (The pilot stated that the spit off Fulta sand had extended into the channel below the Nun buoy, or that the buoy itself had drifted about 200 yards to the northward. The Deputy Conservator, Port Approaches, reported that the Nun buoy had not shifted; the pilot was therefore, on his own showing, out of the channel. The bearings given by the pilot placed the steamer in so many positions that it was impossible to know where she really was.)

[A Departmental Committee of Inquiry was held in the Port Office, Calcutta, on the 30th July, to inquire into the circumstances which led to the grounding of the S.S. *Maharaja* three times on Fulta sand on the 3rd July. The Committee, after having carefully considered all the evidence brought forward in this case, were of opinion that the grounding of the S.S. *Maharaja* was caused by the extension of the sand into the channel, which extension was subsequently, *viz.,* on the 14th July, reported officially, and that no blame attached to the pilot for the grounding of the S.S. *Maharaja.* The Committee recorded that they failed to draw the conclusion arrived at by the Deputy Conservator, as stated in his report, as to the *Maharaja* being out of the channel in consequence of the bearings being at variance.]

I (the Port Officer) observed that it appeared from the Notification, dated 1st August, issued by the Deputy Conservator, Port Approaches, that the Committee were correct in arriving at the conclusions stated in their report, *viz.,* that the grounding resulted from the extension of the sand in the direction of the channel.

201. The British iron screw steamer ORIENTAL [of Glasgow, 938 tons register, official number 58315], from Basra to Bombay, with 20 Native passengers and a general cargo. It appeared that on the 4th July the steamer was steering on an E. $\frac{3}{4}$ N. course with topsail and foresail; at 8 P.M., when about 200 miles Westward of Kurrachee harbour, in latitude 24° 14′ N., longitude 63° 30′ E. (Beluchistán coast), she experienced a light westerly breeze with the usual S.W. swell, and the barometer keeping the same average as throughout the voyage at that time. At 9 P.M. the wind increased slightly, hauling Northerly, when the master noticing that the glass, which was at 29·43, had fallen then two-tenths, he gave the order to take in all sail. The mainhatch was battened down as quickly as possible, and whilst the crew were clewing up the foretopsail a heavy cyclone came on very suddenly, and the whole force of it struck the *Oriental,* carrying away the foretopsail, foresail, awnings, fore and aft, and the after wheel broken. The master at once eased down, and after the saloon skylight was secured, he brought her to the wind. At 11-30 P.M. a heavy sea carried away both quarter boats on the starboard side. At 12 P.M. the master brought the steamer to the wind, and sea on the starboard bow, heading S. by E., to avoid centre of cyclone. The reading of the barometer at this time was 28·56; the force of the wind continued till 4 A.M., but the sea being pretty true the *Oriental* behaved remarkably well whilst being hove-to. As the wind came from West and hauled Northerly, the master concluded that the centre would be about East or E.N.E. At 4 A.M. the following day the wind commenced to moderate, but the sea continued very heavy, and it was not till noon of the same day before the steamer could stand on

her course. After this the *Oriental* encountered moderate weather, with very strong current, from the S.E. Damage to steamer, value Rs. 1,000; of the cargo, four bundles of shawl were damaged, value Rs. 1,000. No loss of life. (The casualty could hardly have been avoided, as the cyclone had come on so suddenly.)

202. The British iron screw steamer DUKE OF BUCCLEUCH [of Barrow, 2,023 tons register, official number 6826], from Calcutta to London, with a general cargo. On the 5th July the steamer was proceeding down the Hooghly river in charge of a pilot, when at 8-10 A.M., during the last of the ebb, the pilot in the act of turning the steamer's forefoot touched the bank off Camberbatches point, and heeled over slightly. The engines were going at the time full speed astern, and the vessel had lost her headway. No damage to the steamer or cargo. No loss of life. (The casualty was unavoidable.)

203. The British iron ship UDSTON [of Glasgow, 1,695 tons register, official number 68082], from London to Calcutta, with a general cargo. The ship, on the 5th July, was proceeding up the Hooghly river in charge of a pilot and in tow of the steamer *Defiance;* at 2-10 P.M. the ship's starboard bilge slightly touched the ground when between the wreck of the S.S *Cochin* and the Lower Nurpur point. The pilot kept the steamer going full power when the ship proceeded on her course. No damage to the ship or cargo. No loss of life. (The casualty was unavoidable.)

204. The British iron screw steamer WILLIAM SYMINGTON [of Cardiff, 1,322 tons register, official number 77207], from Bombay to Hull, with a cargo of wheat and seeds. The steamer, it appeared, left Bombay on the 28th June, and had got 800 miles on her passage when she met with an accident on the morning of the 6th July, in latitude 19° 0′ N., longitude 58° 10′ E. (Arabian sea), caused by the coupling coming out of piston and the high-pressed cylinder breaking. Owing to the strong W.S.W. winds and high confused sea from westward, the master decided to return to Bombay, at which port she arrived on the 23rd July. No damage to the hull. Damage to cargo, value not reported. Value of damage to the machinery, Rs. 10,000. No loss of life.

205. The British iron paddle steamer CHALLENGE [of Calcutta, 468 tons register, official number 43319], was employed as a tug on the Hooghly river. On the 7th July the tug *Challenge* was proceeding up the Hooghly river in tow of ship *Grassendale;* at 12-25 P.M., during the last quarter flood, when a little below the Teetulbaria creek, the steamer being caught in the eddies made a run for the bank; but before she could recover herself the *Challenge* grounded abreast of the creek, the ship following. The *Grassendale* in ranging up alongside smashed the tug's starboard boat, and in sliding off she slightly damaged the tug's starboard quarter. The *Challenge* came off at 2-30 A.M. on the 8th after having been aground for 13½ hours. Value of damage to steamer not reported. No loss of life. (The casualty was unavoidable.)

206. The British iron ship GRASSENDALE [of Liverpool, 1,800 tons register, official number 84192], from Liverpool to Calcutta, with a cargo of salt. On the 7th July the ship was proceeding up the Hooghly river in charge of a pilot and in tow of tug *Challenge;* at about 1 P.M., during last quarter flood, after slowing down to pick the Dâk boat up, and when rounding Hooghly bight a little below Teetulbaria creek, the steamer took a sheer for the bank and the ship following, both vessels grounded at the mouth of the creek. At 7 P.M. the ship slipped off the bank, and the pilot, after having set the foresail and jibs, sheered out in mid-channel and anchored in 8 fathoms of water for the night. The *Grassendale* was aground for six hours. On the morning of the 10th July, Lloyd's Surveyor proceeded on board of the ship *Grassendale,* lying at Esplanade moorings, in order to make a survey and to ascertain whether she

had sustained any damage by grounding in the river when proceeding up. The Surveyor stated that, according to the ship's log-book, she ran stem on to the river bank at about 1 P.M., and remained with her bow on the bank and her stem afloat until about 7 P.M., when she slipped off and was towed up to town (Calcutta). After a careful survey on deck, the hold being full of salt, the Surveyor reported that he found no indication of straining except that the pitch of the seam round the combings of the foremast, and of two butts of the deck planking in that vicinity, was cracked, the cement of her waterways seemed to be sound. The scarphs of the rails were not strained; and she made no water since grounding. The *Grassendale* had not taken any hurt by the grounding, and did not require to be docked. The Surveyor, however, recommended that, after the cargo was discharged and the loose ceiling of the floor could be lifted, she should again be surveyed and the cement of the bottom examined. Subsequently the cargo having been discharged, the cement of the bottom was surveyed by Lloyd's Surveyor on the 5th August, with good results, shewing that the ship had taken no injury from the grounding. No damage to the ship or cargo. No loss of life. (The casualty was apparently accidental, and was entirely due to the eddies in the vicinity which caused the steamer to take a sheer and get aground.)

207. The British iron ship BRITISH PRINCESS [of Liverpool, 1,480 tons register, official number 51435], from Cardiff to Calcutta, with a cargo of coals. On the 7th July the ship in tow of the tug *Alexandra* and in charge of a pilot, whilst proceeding up the Hooghly river, the pilot anchored the vessel when abreast of Hooghly point; at noon the pilot, to prevent the ship going ashore, slipped an anchor and 30 fathoms of chain about 300 feet to the southward of the Muckraputti buoy in No. 1 track, Eastern Gut, James and Mary's. No damage to the ship or cargo. The anchor and chain were subsequently recovered at a cost of Rs. 368. No loss of life. (The casualty was unavoidable, inasmuch as the anchor was slipped for the safety of the vessel.)

208. The British iron screw steamer NUBIA [of Glasgow, 2,319 tons register, official number 86709], from Calcutta to London, with a general cargo. On the 9th July the steamer under pilotage charge was proceeding down the river Hooghly, and when turning off College sand at 10-35 A.M. her head slightly touched on the outer or eastern edge of the lower part of the Bishop's College sand; as she was going ahead her heel canted out, she swung right round, when she continued her voyage down the river. The steamer was between the Centre and Lower College sand buoys, and should have had nothing less than 29 or 30 feet at that time of tide (last quarter ebb), seven feet rise, there should not have been less than 27 feet in the line of buoys, and was considerably outside of that line. No damage to the steamer or cargo. No loss of life. (The occurrence was doubtless due to the extension of the sand in the vicinity, of which the pilot had no previous knowledge.)

209. The British iron ship GLENGARRY [of Liverpool, 1,769 tons register, official number 69317], from Liverpool to Calcutta, with a cargo of salt. On the 10th July the ship in pilotage charge was proceeding up the Hooghly river without steam, when at 6-40 A.M. the wind at the time was S. by W. a light breeze, tide last of the ebb, and the chain nearly up and down shortly after commencing to shorten in cable, the 30 fathoms shackle snapped in two in the hawsepipe thus losing the anchor and 30 fathoms of chain; the Saugor lighthouse bearing N.E., Long Sand lightship S. by W. ½ W., and Upper Middleton buoy E. by S. No damage to the ship or cargo. Cost of recovering anchor and chain, Rs. 395. No loss of life. (The casualty was unavoidable.)

210. The British iron screw steamer INDIA [of Glasgow, 2,634 tons register, official number 85861], from Calcutta to London, with a general cargo. On the 12th July the steamer was proceeding down the Hooghly river in charge

of a pilot, and at 11-10 A.M., when turning round above the Diamond harbour Custom-house, the steamer's stem slightly touched the flat running off the bank during the last quarter ebb. No damage to the steamer or cargo. No loss of life. (The casualty was unavoidable).

211. The Italian wooden barque RELIGIONE ET LIBERTA [of Genoa, 869 tons register, official number 2421], from Vizagapatam and Madras to London, with a cargo of jaggery. On the 12th July the barque was at anchor in the Vizagapatam roadstead in 6½ fathoms of water, the flagstaff bearing S.E. by E. (Madras coast); at 10 A.M., whilst getting underweigh in a heavy S. W. squall, after lying in the roadstead for some time, the anchor of the barque got embedded in the bottom, which is a very stiff holding ground, the patent capstan, windlass, bed plate, &c., was smashed, probably caused by a slight flaw in the gear. Value of damage to the barque, Rs. 450. No cargo lost. The chief officer was knocked overboard and killed by the flying round of the capstan when trying to lift the anchor to get underweigh.

212. The British iron ship DUCHESS OF ARGYLE, [of Liverpool, 1,669 tons register, official number 70867], from Calcutta to London, with a general cargo. On the 16th July the ship, in charge of a pilot and in tow of the steam-tug *Challenge* was proceeding down the Hooghly river; at 10-45 A.M. she anchored just below Fisherman's point in 8¼ fathoms of water, and veered to 30 fathoms of chain on the starboard anchor, as it was then nearly slack water. An hour afterwards the *Duchess of Argyle* touched the flat below the point with her heel in swinging to the ebb-tide, the pilot manned the windlass and hove into 12 fathoms, but had not succeeded in heaving the ship off. The pilot then lighted -to to 40 fathoms on the starboard chain and allowed the vessel to lay alongside the flat until the tide turned at 5-30 P.M., when she was sheered off. He then hove short and dropped up to abreast of Fisherman's point, where she was anchored in 9¼ fathoms of water for the night. The ship was aground for six hours. The *Duchess of Argyle* appeared to have sued about 4 inches, and had not strained or sustained any apparent damage. No loss of cargo. No loss of life. (The casualty was accidental.)

213. The Japanese iron screw steamer ISE MARIE [of Tokio, Japan, 748 tons register, no official number], from Cardiff to Yokohama, with a cargo of coals. The steamer left Aden on the 15th July, and when about 40 miles to the S.E. of Cape Guardafui, in latitude 11° 33′ N., longitude 51° 50′ E. (N. E. coast of Africa), encountered very heavy weather from S.S.W., with confused sea; on the 17th the vessel labouring much, the fore and aft sails and topsails were taken down; at 1 P. M. the foremast was carried away and the decks strained. The steamer put back to Aden on the 21st for repairs. Value of damage to hull not reported; cargo not reported. No loss of life.

214. The French wooden barque SALAZIE [of Bordeaux, 633 tons register, official number 4], from Calcutta to Bourbon, with a cargo of rice. The barque was proceeding down the Hooghly river on the 13th July in charge of a pilot and in tow of the steam-tug *Cyclone,* and when at Nynan the pilot anchored the ship in 6 fathoms of water, knowing that he should only require to stop there until the flood-tide made, which he expected it to do about 12-30 to 1 P.M., and then to use his exertions to get down, as far as possible; however, the pilot, on trying to heave, found that the windlass had broken down, so he ordered the tug to go easy so as to break the anchor out if possible, when the master and crew of the barque unreasonably interfered with the order of the pilot and shouted out "stop her," and immediately afterwards they let go both hawsers; the tug *Cyclone* then left the barque. The anchor it appeared had got itself hooked to a wreck or another anchor, which kept the barque in a very dangerous position, and the pilot, considering that it would probably have impeded the navigation of vessels rounding Fulta point, advised the master to slip it for the safety

of the vessel; thereupon the master took on himself the responsibility of pilotage charge and discharged the pilot. The pilot returned to the vessel for the second time, when he was emphatically told by the master that he did not know him, and that he would wait for another pilot to be sent down. On the 19th July another pilot was sent to relieve the former pilot, when the latter, on his taking over charge of the vessel at Nynan, found it impossible to get the anchor, so he, with the permission of the master, slipped it with 30 fathoms of chain in 6 fathoms of water; Fulta point bearing N. 27° E., anchoring creek obelisk S. 17° E., and the wreck of S. S. *Cochin* S. by W. The barque subsequently proceeded safely to sea in tow of the steam-tug *Columbus*. The anchor and chain of the *Salazie* had not been recovered, nor was it replaced by a new one, as the barque was proceeding to sea at the time when the casualty took place; but the Agents reported that on the vessel's arrival at Réunion she was supplied with a new anchor and chain; value not known. No damage to the barque or cargo. No loss of life. (The casualty was accidental).

215. The French wooden barque VILLE DE MARSEILLE [of Marseilles, 533 tons register, official number not reported], from Bourbon to Calcutta, with stone ballast. On the 19th July the barque in charge of a pilot was proceeding up the Hooghly river without steam; at about 1 P.M. she was standing into the bank at Moyapur close hauled on the starboard tack with the wind at W.N.W., the pilot put the helm down to tack ship, but he found that she would not come round, so he braced the fore and main yards aback and let go the anchor, when the vessel went up the bank at the entrance to Chapar khal, about 300 feet to the southward of No. 1 Mark for crossing Moyapur tracks. She remained aground till 11-30 A.M. on the 20th July, when she floated and came off without any assistance. She was on shore for 22½ hours. No damage to the barque. No loss of life. (The casualty was apparently the result of the pilot allowing the vessel to stand too close in-shore and a miscalculation of the set of the tide, which doubtless was running slightly ebb, and prevented the vessel staying. The pilot was accordingly warned to be more careful in future.)

216. The French wooden barque FREDERIC SUZANNE [of Nantes, 332 tons register, official number 3613], from Calcutta to Réunion, with a cargo of rice and saltpetre. On the 25th of July, whilst the barque was lying at anchor at Garden reach, Hooghly river, waiting for a tug steamer to tow her out, the ship *Gilroy*, which was proceeding down in charge of a pilot, came into collision with her at about 10-20 A.M. The *Frederic Suzanne* sustained serious damage to her riggings and main and royal yards, owing to which she could not proceed to sea until she had completed her repairs. The barque proceeded on her voyage on the 13th August, after having her repairs executed. Value of damage to barque Rs. 1,500. No cargo lost. No loss of life.

217. The British iron ship GILROY [of Dundee, 1,678 tons register, official number 72547], from Calcutta to Dundee, with a cargo of jute, linseed, and sundries. On the 25th of July the ship was proceeding down the Hooghly river in tow of the steam-tug *Defiance* and in charge of a pilot; at 10-30 A.M. just after turning in Garden reach, the *Gilroy's* foreyard arm caught the maintopsail brace of the *Frederic Suzanne*, which was square at the time. Every attention was paid to the steering of the *Gilroy*, the master being at the wheel with two men, but the ship did not answer her helm so readily as she should owing to the eddies, which prevailed throughout the river at that time of the year. The *Gilroy* received no damage whatever, not even to the carrying away of a rope yarn, and immediately proceeded on her voyage. No cargo lost. No loss of life.

[A Departmental Committee of Inquiry was held at the Port Office, Calcutta, on the 4th August to inquire into the cause of the collision which took place between the British ship *Gilroy* and the French barque *Frederic Suzanne* on the

25th of July, whilst the former was in pilotage charge, and the latter vessel at anchor at Garden reach. The Committee, after having examined all the witnesses in this case, were of opinion that the collision between the ship *Gilroy* and the barque *Frederic Suzanne* was owing to the latter vessel being moored in an improper position, and, together with other vessels at anchor, obstructing the navigation of the reach. The pilot stated that he desired to bring to the Committee's notice the careless manner in which vessels are left in Garden reach by the assistant harbour masters, and in place of being moored in the middle of the river, they might be moored closer to the bank to leave room for vessels to pass. The Committee suggested that rules should be made by the Port Commissioners, whereby vessels might be moored at Garden reach in such a manner as to leave a free navigable channel].

From the evidence it appeared to me (the Port Officer) that the collision was owing to the *Frederic Suzanne* being moored too much in mid-channel and in a part which, when the relative positions of the other vessels anchored near her were taken into consideration, obstructed to a considerable extent the safe anchorage of the channel. The conclusions arrived at by the Departmental Committee of Inquiry appeared to me to receive confirmation, from the fact of the vessel in question having been in collision with the *Gilroy,* thereafter nearly so by a steamer, as set forth in the evidence, and lastly by the S. S. *Parramatta,* a day or two afterwards. Under these circumstances, it would probably be as well were the proceedings of the Departmental Inquiry laid before the Port Commissioners in view to an investigation being held as to the necessity of placing the vessel alluded to in so dangerous a position. With reference to the suggestion of the Committee that rules be made by the Port Commissioners whereby vessels may be moored at Garden reach in such a manner as to leave a free navigable channel, I received from the Port Commissioners the draft of a proposed rule to regulate the movements of inward and outward-bound vessels between Fort point and the Lower part of Garden reach, which had been circulated to the Branch Pilots for an expression of their opinion.

[A Departmental Committee of Inquiry was also held by the Deputy Conservator, Port Approaches, on the 4th August, in the Port Commissioners' Office, to investigate the circumstances attending the collision of the ship *Gilroy* with the barque *Frederic Suzanne.* The Committee, after having carefully inquired into the question asked by Government, *viz.,* "as to the necessity of placing the French barque *Frederic Suzanne* in so dangerous a position," were of opinion on the following points:—(1) that the assistant harbour master was justified by his instructions in anchoring the vessel in the position he did; (2) that there appeared to have been a navigable channel of 200 yards wide left to the southward of the anchorage taken up by the *Frederic Suzanne;* (3) that the position of the *Frederic Suzanne* was not necessarily a dangerous one with regard to vessels navigating the reach; (4) from the evidence adduced before the Court, the Committee had no reason to believe that the assistant harbour master was guilty either of negligence or incompetency; and (5) that vessels should have been moored as much as possible in line on the south shore in Garden reach, leaving a good channel to the northward for vessels manœuvreing up and down the river].

218. The British wooden barque ARABELLA [of Liverpool, 728 tons register, official number 69661], from Tuticorin to The Channel with a cargo of jaggery. On the 27th July, at about 7-40 A.M., the barque *Arabella,* when 83 miles W ½ N. from Colombo (East coast of Ceylon), was fouled by the S. S. *Golconda,* owing to some defect in the latter vessel's steering gear, so that she could not clear the barque. The *Arabella* was badly strained, had two deck beams broken, and was making a little water. She put into Colombo for survey and repairs. Value of damage to the barque, about £200. No loss of cargo. No loss of life. (The collision was unavoidable).

219. The British iron screw steamer GOLCONDA [of Glasgow, 1,357 tons register, official number 86744], from London to Colombo, with a general cargo. On the 27th July, at about 7-40 A.M., the steamer, when 83 miles W ¼ N. from Colombo (East coast of Ceylon), ran into the barque *Arabella,* and could not get clear of her owing to some defect to the steering gear of the steamer. Value of damage to the steamer and cargo was not reported. No loss of life. (The collision was unavoidable).

220. The British iron screw steamer HESPERIA [of Barrow, 1,981 tons register, official number 83980], from Bombay to Liverpool, with a general cargo. On the 27th July, when in the Arabian Sea, about 90 miles westward of Bombay, the steamer put back to Bombay owing to extra pressure being placed on the pipe by the ship's engines racing, which caused the main discharge pipe to burst. The damage done to the *Hesperia* was trifling; the discharge pipe, which was broken, was repaired at a cost of Rs. 159. No damage to the hull or cargo. No loss of life. (The casualty was caused by the carelessness of the engineer).

221. The French wooden barque FREDERIC SUZANNE [of Nantes, 332 tons register, official number 3613], from Calcutta to Réunion, with a cargo of rice and saltpetre. On the 27th July the S.S. *Parramatta,* whilst dropping down the Hooghly triver to Garden reach at 1-20 P.M., came into collision with the barque *Frederic Suzanne* lying at anchor, carrying away the latter's topgallant mast, spars and riggings, and damaging her own stern. The *Parramatta* then fouled the barque *Prince Umberto* lying at anchor preparatory to proceeding to sea, causing her cable to part, and damaging her cathead, topgallant rails and the forecastle, and doing other minor damage. Value of damage to *Frederic Suzanne,* Rs. 2,500. No cargo lost. No loss of life.

222. The British iron screw steamer PARRAMATTA [of Greenock, 2,684 tons register, official number 87377] from Calcutta to London, with a general cargo. On the 27th July the steamer in pilotage charge was anchored at Garden reach, Hooghly river, ready to go to sea. There was a vessel above the barque *Frederic Suzanne,* between the S.S. *Parramatta* and her, at anchor on the northern side of mid-channel, but not right in the way. The *Frederic Suzanne* was right in mid-channel abreast of the *Aral* wreck buoy, and when the steamer arrived near the *Frederic Suzanne,* she (the *Parramatta*) was athwart; the steamer in dropping past the barque the pilot used the flag signals which were telegraphed to him by the officer in charge at once as a help. The steamer was about 200 feet from the southern bank, her stern being clear of the barque, and in passing the *Frederic Suzanne* sprung back on her anchor, when the steamer *Parramatta* came into collision with her, carrying away the *Frederic Suzanne's* topgallantmast, yards, and riggings. The *Parramata's* mainrail aft, awnings, seven stanchions, three stern posts and ensign staff carried away, besides damaging her stern considerably. There were two vessels (one a schooner, name unknown, and the other the ship *Prince Umberto*) in the reach below the *Frederic Suzanne,* exactly abeam of one another, abreast of the jetties on the southern bank, and about equidistant from the two banks, leaving the broadest channel between them. The *Parramatta* was still athwart. On her getting down to these vessels, they being both at anchor, she tried to pass between, but it was impossible for the pilot to judge the position in which the vessels below were placed through the strength of the tide then running; the *Parramatta* unhappily fouled the barque *Prince Umberto,* causing her cable to part and damaging her cathead, topgallant rail, and the forecastle, and doing other minor damage. The *Parramatta* immediately after the casualty proceeded on her destined voyage. Value of damage to the *Parramatta,* not reported. No loss of cargo. No loss of life. (The pilot stated that if the *Frederic Suzanne* had not sheered towards the *Parramatta,* the collision would not have occurred. The pilot could not have brought the steamer up in time to escape collision with either, or both vessels, through the strength of

the tide then running. Had he attempted to do so, the collision of the S. S. *Parramatta* with the barque *Prince Umberto* would have been more serious. Even had the steamer escaped collision with the *Frederic Suzanne*, she should have had difficulty in steering clear of the schooner and the *Prince Umberto* in the way in which they were anchored.)

223. The British wooden barque PRINCE UMBERTO [of Liverpool, 1,400 tons register, official number 66917], from Calcutta to Rotterdam, with a cargo of wheat. On the 27th July the barque was riding ebb-tide at Garden reach, Hooghly river, preparatory to proceeding to sea; at 1-20 P.M. the Peninsular and Oriental Steam Navigation Company's S. S. *Paramatta* was trying to turn, but was dropping down right across the river, when the master of the *Prince Umberto* observed at once that unless the barque dragged her anchor, or parted the chain—had no time to slip—the steamer would sink her, put the helm to starboard to drag the anchor, then hard to starboard to part the chain, which she fortunately did at 28 fathoms. The *Prince Umberto* then went down the river and brought up on her flood anchor, when the *Parramatta* came into collision with her, the steamer's starboard quarter striking the *Prince Umberto* on the starboard bow, carrying away the latter's bobstays, bowsprit shrouds, cathead and gear attached, six stanchions, rails, and outside planking. The vessel proceeded to sea on the 30th July. Value of damage to *Prince Umberto*, Rs. 1,462. No damage to cargo. No loss of life.

[A Departmental Committee of Inquiry was held at the Port Office, Calcutta, on the 11th August, to investigate the cause which led to the collision of the Peninsular and Oriental Steam Navigation Company's S. S. *Parramatta*, whilst under pilotage charge, with the French barque *Frederic Suzanne*, and the British barque *Prince Umberto*, the two latter vessels being at anchor at Garden reach. The Committee were of opinion, after carefully examining all the witnesses and weighing the evidence, that no blame whatever was attributed to the pilot of the *Parramatta*. That the cause of the accident was entirely due to the positions in which the vessels in Garden reach had been anchored, leaving insufficient room for a vessel of the size of the *Parramatta* to pass them in safety. The Committee considered that the pilot was justified in turning the *Parramatta*, as he would have naturally assumed that the vessels in the reach below were properly placed. The Committee suggested that for the future vessels should not be anchored in that portion of the river between the Lower College sand buoy and Garden House point, and that all vessels anchoring in the reach below that space should be placed as near as possible to the southern bank, and one astern of the other. The Committee recorded that their object in suggesting that the space above named should be kept clear was that it was the best place for steamers to turn, both outward and inward bound.]

I (the Port Officer) concurred in the views expressed by the Committee, that the casualty was attributable to the French barque *Frederic Suzanne* being moored too much in mid-channel, thus blocking the free navigation of the reach. This case, being precisely similar to that of the collision of the ship *Gilroy* with the barque *Frederic Suzanne*, was also forwarded to the Port Commissioners for inquiry into the circumstances of the French barque *Frederic Suzanne* being placed in what appeared from the evidence to have been an obstructive position.

[The Deputy Conservator, Port Approaches, in forwarding the case to the Vice-Chairman for the information of Government, reported that to a great extent the inquiry into the assistant harbour master's conduct regarding where he placed the French barque *Frederic Suzanne*, bore also on this question of the same vessel being fouled by the British S. S. *Parramatta*. The result of that inquiry showed that the assistant harbour master had every right by the Rules of the Port to anchor where he did, and that he had given a clear channel of 200 yards for vessels passing up and down. By the pilot's own statement it

was calculated that he had about 1,800 yards to turn the *Parramatta* in before he reached the position of the French barque. He appeared not to have been successful in getting his ship pointed down stream, but got her across or athwart and drifted in this way to the danger of all shipping for about one mile and a half; he fouled two ships with his stern on the way, and eventually succeeded in turning round below the vessels in the reach. It might be out of place to differ with the Committee in the face of what the two experienced pilots had said in their summing up, *viz.*, "that he was justified in turning the *Parramatta,* as he would naturally assume that the vessels in the reach below were properly placed." The Deputy Conservator of the Port Approaches agreed with the Committee, so far that he was right in attempting to turn his vessel, but unfortunately he was not successful. He certainly did not agree with them that the pilot was to assume anything at all with a valuable ship like the one in his charge. That in broad daylight the pilot had no right to assume anything of the sort; he was in a commanding position in his own vessel, and he could see up and down the reach, and got a full view of all the ships lying at anchor. Again, when the pilot found his vessel athwart and drifting quickly down the reach, the Deputy Conservator considered it would have been better after passing Camberbatches point, still having 800 yards to spare between himself and the French barque, instead of risking a very serious collision, to have let go an anchor and veered to between 15 to 18 fathoms; the *Parramatta* would probably have dragged her anchor home, but it would have had the effect of bringing her head up to the tide, and she could have then dropped down below the shipping and eventually turned, which was really what she did do in the end, except that he dropped down athwart and damaged the two vessels, *Prince Umberto* and the *Frederic Suzanne.* But under any circumstances, supposing a vessel was anchored in the fairway (she might have dragged her anchor and got there during the night), the Deputy Conservator observed that, why should a vessel under weigh in broad daylight (save under exceptional circumstances) foul the vessel at anchor? The pilot should have been the best judge if he could pass her in safety, and if he had any doubts in the matter it was for him to have taken the necessary precaution to avoid collision or damage to either his own or the vessel at anchor, which latter was very nearly in a helpless condition. The Deputy Conservator recorded that he hardly considered it justice to a body of men like the harbour masters of this port, that because a pilot did not succeed in manœuvreing his vessel in the way he expected to, the whole blame should have been thrown upon them. These were questions that merely struck one from a seaman's point of view, and which the Deputy Conservator considered it his duty, when reporting on this matter, to place before the Commissioners for their consideration, as the result of the inquiries both as to the fouling of the *Gilroy* and *Parramatta,* held by pilots, appeared to exculpate the pilots in charge of the moving vessels at the expense of the officers of the harbour master's department.]

[The Vice-Chairman submitted the recommendation made by the Port Office Committees anent the new Port Rule for the consideration and orders of the Commissioners.]

224. The British iron screw steamer BOSKENNA BAY [of Penzance, 1,500 tons register, official number 85253], from Bombay to Hull, with a general cargo. On the 28th July, the weather being fine and clear, the sea smooth, and the wind from S.W., the steamer when off Makalleh had all the blades of her propeller broken caused by an accident, in latitude 13° 49′ N., longitude 49° 26′ E. (south coast of Arabia). On the 29th she was towed into Aden by the S. S. *Corinth,* where after having been repaired she proceeded on her voyage. Value of damage to engines, £500. No damage to the hull or cargo; no loss of life.

225. The British wooden brigantine ANNEKE [of London, 262 tons

register, official number 75514], from Port Natal to Calcutta, with sand ballast. On the 29th July, the brigantine was proceeding up the Hooghly river in charge of a pilot, and without steam. At 11 A.M., whilst luffing upon the edge of the Diamond sand with a S.S.W. wind in 4½ fathoms of water, the pilot ordered the helm to be put up to keep her off, but the vessel being caught in an eddy would not answer her helm, although it was hard up and everything done to make her pay off, when she unhappily took the ground on the Diamond sands; Diamond harbour Fort bearing E. ½ N., and Diamond harbour trees N.N.E. At 5 P.M. she floated, having made no water. She was aground for six hours. On the morning of the 10th August Lloyd's Surveyor proceeded on board the brigantine in order to make a survey on that vessel, she having been placed in the Commercial Dry Dock, Howrah, for the purpose. After a careful examination of the vessel's bottom, it was discovered that the metal sheathing on the bottom was found wrinkled on both sides, from the upper edge down to the bilges; the caulking of the seams underneath and the garboard seam were slackened; the seams and butts of the bends above the metal and the topsides also very slack; about 10 sheets of metal had come off the bottom, and a greater part of the metal under the keel off and broken; the after length of false keel, about 12 feet, was off; the fastening bolts of the lower and upper rudder braces were broken. The Surveyor recommended that the old metal be stripped off, the bottom well horsed and caulked, and new metal of 24 and 26 oz. put on over good felt and tar; the stopwaters of the stem and stern posts and keel scarphs renewed; the rudder lifted and braces re-bolted. A new piece of false keel put on aft in lieu of the piece that had come off. Also that the bends, topsides, decks, waterways, and stanchion be well caulked. A cradle should be fitted under the vessel's bottom, and the keel blocks taken out to enable the garboard seams and the seams of the third and fourth strakes of planking on each side above the garboard strake to be properly caulked. A bower anchor and 15 fathoms of chain was slipped after the vessel floated off the Diamond sands. If the lost anchor and chain be not recovered, a new anchor and 15 fathoms of proof chain cable must be purchased and put on board before the vessel leaves this port (Calcutta). Value of damage to *Anneke,* Rs. 6,772. No cargo on board. No loss of life. (The casualty could have been avoided had the pilot bestowed more care; and as this was his first mishap since he had passed an examination, he was simply admonished.)

226. The Austrian iron screw steamer TEBE [of Trieste, 1,167 tons register, official number 5183], from Pulo Penang to Jiddah, with 677 Native passengers (pilgrims) and a general cargo. On the 30th July the steamer, when on the equator, longitude 90° 10′ E. (Indian Ocean), it being monsoon weather, with strong S.W. winds and rough sea, she lost one blade of her propeller and put into Aden for repairs. No damage to the hull or cargo. No loss of life. (The casualty was unavoidable.)

227. The British wooden brigantine ANNEKE [of London, 262 tons register, official number 75514], from Port Natal to Calcutta, with sand ballast. The brigantine was proceeding up the Hooghly river in charge of a pilot and without steam, when she anchored in 12 fathoms of water at Diamond harbour on the 30th July. At 4-30 P.M., the tide then being last quarter ebb, wind moderate from S.W., the pilot was compelled to slip the anchor and 15 fathoms of chain, owing to its having hooked a wreck or something else, which the crew were unable to heave up; Hospital point mark bearing W. by N. ¾ N., and Old Custom-house E. by N. ½ N. No damage to the barque. The anchor and chain were not recovered and the brigantine before leaving port had to be furnished with a new anchor and chain at a cost of Rs. 314. No cargo on board. No loss of life. (The casualty was accidental.)

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228 The British wooden barque LIONESS [of Littlehampton, 512 tons register, official number 70133], from Tuticorin to London, with a cargo of jaggery. The barque, it appeared, was overladen, and on proceeding to sea on the 1st August sprung a leak in the Gulf of Mánar, exact position not known The crew attended to the working of the pumps, but were unable to keep the water under; and on the 4th the water increased to such an extent that she put into Colombo with pumps out of order and leaking badly. On the 11th a survey was held on the *Lioness*, when the Surveyors pronounced her to be too deeply laden. They accordingly ordered that before sailing she should discharge part of her cargo, sufficient to lighten her to the proper draft. After the pumps were repaired and the vessel lightened about eight inches, she proceeded on her voyage to London on the 24th August. Value of damage to barque and cargo not reported. No loss of life. The cause of the accident was attributable to the barque being overladen.

229. The British Indian wooden ship CHETAH [of Calcutta, 759 tons register, official number 49906], from Muskat to Calcutta, with a cargo of salt and dates. On the 2nd August the ship, when in latitude 17° N., longitude 68° E. (Arabian sea), bore up for Bombay on account of her foretopmast and a pump having broken down. No damage to cargo. Value of damage to *Chetah* Rs. 1,200. No loss of life. (The cause of this casualty was not reported.)

230. The French wooden barque INTIMES [of Bordeaux, 462 tons register, official number 146], from Calcutta to Réunion, with a cargo of rice. On the 2nd August the barque was proceeding down the Hooghly river in pilotage charge and in tow of the steam-tug *Columbus*, when she anchored at 6 P.M. abreast of Saugor. The barque was riding safely at anchor in Saugor Roads with a fresh breeze and sea, when, during the night, the chain suddenly snapped, the vessel not having taken any unusual heave, and the anchor was carried away with 33 fathoms of chain; the Saugor lighthouse bearing E. by S., and Lower Saugor flat buoy N. by W., distance about a quarter of a mile. No damage to hull or cargo. The Agents reported that the lost anchor and chain of the *Intimes* had not been recovered, nor was she supplied with a new anchor and chain, as the barque was proceeding to sea at the time when the accident took place. No loss of life. (The casualty was unavoidable.)

231. The British iron screw steamer CAMBODIA [of Liverpool, 1,968 tons register, official number 86185], from Hamburg to Shanghai, with a general cargo. It appeared that the steamer called at Aden, and after having coaled left for China. On the 6th August, at about 6 A.M., the steamer was steering on a E. by S. course in the Gulf of Aden; when 290 miles to the westward of Cape Guardafui, in latitude 12° 09′ N., longitude 46° 16′ E., the master observed smoke coming up from the thwartship bunker of the main compartment in No. 2 lower hold. On examination the cargo in the main compartment was discovered to be on fire; the smoke had then only gone through the crevices of the wooden bunker bulkhead. The main hatches were taken off, but no fire was visible except a dense smoke and excessive sulphuric smell, by which the master concluded that a portion of the cargo in that hold, consisting of lucifer matches, was on fire. He got some cases on deck without seeing any signs of fire; after the removal of the cases the smoke and smell ceased, when it was supposed the fire had been extinguished. The crew, at 5 P.M. the same day, then battened down the hatches. On the same night, at about 8 P.M., when off Cape Guardafui, the smoke again burst out afresh with greater force, huge quantities proceeding out; the ventilators were closed, but no steps could be taken to ascertain the cause just then; the vapour still increasing, the master disconnected one of the main steam-winch pipes and laid it down through the hatch into the hold, kept the fire hose playing on deck and hatches. At daylight of

the 7th the hatches were taken off, and finding the fire still raging, the crew closed up everything again. It soon became clear that the steamer was on fire, and after several unavailing attempts to subdue it, the master with all haste returned to Aden, where the vessel arrived on the evening of the 8th. The harbour steam launch with a powerful pump commenced to work at once; at midnight three other launches with their pumps rendered aid, and by their united efforts they succeeded in flooding the compartment with water and extinguishing the fire at 11 A.M. of the 9th August. The cargo was discharged out of the main hold, and the *Cambodia* was surveyed the same day. It was reported that, after having examined the holds, as far as possible, owing to the great heat in the hold, it was discovered that the cargo and coals had been on fire, and that the wooden bulkhead, the lower deck hatches, and a portion of the cargo, had been burnt; the iron 'tween deck beams and plates were more or less burnt and buckled in several places. The Surveyors concluded that the whole of the cargo in No. 2 hold was more or less damaged by fire and water, and recommended that the entire cargo and coals be taken out and examined, as well as any other packages of an explosive or perishable nature in the other holds which may be suspected of being damaged through any other appliance for extinguishing the fire, and No. 2 hold in particular to be thoroughly cleared out for further inspection. On the 14th the steamer was again surveyed; the Surveyors reported that part of the ceiling on port side in No. 2 hold had been burnt; the top of the water ballast tank was a good deal bulged upwards in the wake of the ceiling, which had been destroyed by fire; one stout iron stanchion for the support of the 'tween decks was very much bent and another slightly bent; one 'tween deck beam also bent; the iron plates of the deck slightly buckled; one bilge pump broken and rendered useless; a wooden bulkhead, dividing off the bunker coal from the cargo, was much burnt away on the port side; the upper deck, between the fore part of the bridge and No. 2 hatch, settled down amidships, owing to the stanchions in the hold having partially given way. The Surveyors advised that the upper deck from the bridge forward be temporarily caulked, the wooden bulkhead be strongly repaired to keep the coal intact from the cargo, the beam in the way of the bent iron stanchions to be stoutly shored up before caulking, the ceiling to be temporarily repaired, the bilges in the cross bunker to be thoroughly cleaned out and repaired and put in working order. The *Cambodia* was finally examined on the 16th August, and after a most careful survey it was reported that the steamer, after being temporarily repaired, was in a seaworthy condition to proceed on her voyage, but the Surveyors recommended that, on arrival at Shanghai, she should go into dry dock, where a proper examination must be made regarding the hull, ballast tank, cement, beams, stanchions, decks, bulkheads, &c. The steamer after having undergone temporary repairs proceeded from Aden on the 17th. Value of damage to steamer and cargo not reported. No loss of life. (No Court of Inquiry was held in this case, but it was reported that the accident could not have been avoided, as it was caused by spontaneous combustion.)

232. The British iron screw steamer ANNANDALE [of London, 1,040 tons register, official number 79655], from Cardiff to Calcutta, with a cargo of salt. On the 9th August the steamer was proceeding through the Red Sea, steering S. E. by E. ½ E., and when off Mokha in latitude 13° 40′ N., longitude 42° 55′ E., the master discovered that the fore crank had been cracked. She put into Aden for repairs. No damage to the hull or cargo. Value of damage to engines not stated. No loss of life. (The cause of the casualty was not reported.)

233. The British iron screw steamer SATARA [of Glasgow, 821 tons register, official number 56166], from Madras to Calingapatam and Rangoon, with 483 Native passengers and a general cargo. On the 9th August the steamer was proceeding up the Rangoon river in pilotage charge; at about 7 A.M. the pilot

sighted two light cargo boats at anchor in the narrowest part of the De'Silva channel, one being close in-shore and the other in the centre of the channel. The pilot on nearing them starboarded the helm, so as to pass about 50 yards to the westward of her, and then steadied the steamer. The *Satara* was crossing up at a speed of about 10 knots to save the tide, as it was the last of the flood. The pilot had turned round on the bridge in order to reply to the harbour master, who had asked him some questions, and on immediately turning round again, he found the steamer was heading straight for the boat, when he ordered the helm hard a-starboard at once; but before she could answer her helm, the *Satara* came into collision at 9-20 A.M. and sank the boat, which was lying about mid-channel in the De'Silva bight, Rangoon river (Burma coast). The engines were stopped without the least possible delay, a boat lowered, and the whole of the crew were rescued, with a portion of their things. No damage to the steamer or cargo. No loss of life. (The pilot stated that after he had starboarded the helm and steadied the steamer, so as to pass to the westward of the boats, the *Satara's* head was suddenly thrown to starboard, and not answering her starboard helm, although put hard over, it must have been caused by the first of the ebb-tide coming down around the corner of the De'Silva sand and taking her broad on the port bow. The pilot was convinced of this a little later on when he came to Chokey point, and found the tide running down past the buoy. The reasons given by the pilot for not reversing the engines full speed astern was the probable danger of killing some of the men by the propeller who had jumped into the water. In evidence of the intricate navigation where the accident happened, the pilot referred to the Port Officer's order, wherein it was stated that, "except in emergency, no vessel shall anchor in Monkey point channel, in the channel round Chokey point shoal, in the De'Silva bight, in the portion of the Rangoon river comprised between Deserter's creek buoy and a portion half a mile below Elephant point, or within a distance of half a mile above and one mile below the Spit buoy." He stated that the cargo boat should not have been anchored in the fairway. The pilot did his best to clear the boat, and would have done so had the steamer answered her starboad helm in the usual time.)

[A Court of Inquiry was held at Rangoon, in the District Magistrate's Court, on the 13th August, under Rule XXIV of the Rangoon Pilot rules, to investigate the circumstances attending the cause of the above collision. The Court were of opinion that the accident was due to the current striking the steamer *Satara* on the port bow, and to the steamer not answering to her helm; had she answered she would have cleared the boat, the current notwithstanding. It was also the opinion of the majority of the Court that the pilot took every possible precaution, and was in no way to blame. One member of the Court dissented, considering that, before nearing the cargo boat, greater precaution should have been taken and the accident might have been avoided; the steamer might have whistled to warn the crew to heave up the anchor (some 30 fathoms); in other respects he considered the pilot blameless. The Court, accordingly, acquitted the pilot of all blame.]

The Chief Commissioner of British Burma confirmed the finding of the Court, acquitting the pilot of blame.

234. The British wooden barque OSPREY [of Calcutta, 269 tons register, official number 59764], from Calcutta to Chittagong, with a cargo of coals. On the 11th August the barque, in charge of a pilot and in tow of the steam-tug *Columbus,* was proceeding down the Hooghly river; the pilot whilst heaving the anchor up at Garden Reach found that it was hooked to some portion of the wreck of the tug steamer *Oudh,* and not being able to heave it up, with the consent of the master slipped the anchor with 15 fathoms of chain so as to prevent the barque from getting on shore. The two wreck marks of the steamer *Oudh* in one bearing

N. by W. No damage to the hull or cargo. The anchor and chain of the *Osprey* had not been recovered, nor was it replaced by a new one, as the barque was proceeding to sea at the time when the accident occurred ; value of anchor and chain not reported. No loss of life. (The casualty was unavoidable.)

235. The British iron screw steamer BERTHA [of Hull, 1,421 tons register, official number 65274], from Bombay to Kurrachee, in ballast. At 11 A.M. on the 13th August, the *Bertha's* engines having been disconnected, it was found necessary to take her in tow to shift her position alongside the pier for the purpose of loading. The steamer was in pilotage charge and in tow of a steam-tug, when, owing to her not steering well, she took the ground on the Middle Ground bank in Kurrachee harbour (Sind coast). The pilot slipped the tow ropes from the tug, but not in sufficient time to avoid the casualty. The steamer floated off after having been aground for 24 hours. The *Bertha* was carefully surveyed, and it was found that she had sustained no damage whatever. The vessel after loading her cargo proceeded on a voyage to Antwerp. No loss of life. (The accident would have been avoided had the S. S. *Bertha* kept astern of the steam-tug.)

236. The British iron screw steamer THORNDALE [of Sunderland, 1,970 tons register, official number 87344], from Bombay to Antwerp, with a general cargo. At 10-30 P.M. on the 13th August, when in latitude 17° 19′ N., longitude 66° 04′ E. (Arabian Sea), the steamer put back to Bombay with air-pump valves broken. After the repairs were effected she left for Antwerp on the 18th August. No damage to hull or cargo. Value of damage to engines, Rs. 250. No loss of life. (The cause of the casualty was not reported.)

237. The Italian wooden barque RELIGIONE ET LIBERTA [of Genoa, 869 tons register, official number 2421], from Vizagapatam and Madras to London, with a cargo of jaggery. It appeared that the barque had damaged her capstan, windlass, bed plate, &c., on the 12th July, whilst getting under weigh in a heavy S. W. squall, and was taken into Cocanada to get the necessary repairs executed, and after they were completed she returned to Vizagapatam to finish loading. On the 14th August, when in the Vizagapatam roadstead in 6½ fathoms of water, the flagstaff bearing S.E. by E. (Madras coast), the crew on again attempting to heave up the anchor, it was found to be fouled, and after several strenuous efforts it was eventually slipped for the safety of the vessel. Value of anchor and chain lost not reported. No damage to the hull or cargo. No loss of life. (The casualty was unavoidable.)

238. The Austrian iron screw steamer TEBE [of Trieste, 1,167 tons register, official number 5183], from Pulo Penang to Jiddah, with 677 Native passengers (pilgrims), and a general cargo. On the 14th August the steamer, when in latitude 12° 0′ N., longitude 48° 20′ E. (Gulf of Aden), had one blade of her propeller broken owing to strong S.W. winds and rough sea, and put into Aden for repairs. No damage to the hull or cargo. No loss of life.

239. The British iron screw steamer ASHBURNE [of Sunderland, 1,631 tons register, official number 68966], from Calcutta to Port Said, with a cargo of wheat for orders. On the 17th August, at 2 A.M., the assistant harbour master boarded the steamer and commenced to unmoor as soon as the crew were out. Shortly afterwards she got unmoored aft, but was greatly delayed in getting the mooring boats forward, owing to the strong tide and the several cargo boats anchored near by. At 5-30 A.M. the steamer was unmoored and the port anchor ready for letting go, with the exception of the starboard chain, which was kept fast until she was in a state of preparation to go out of the moorings. Just at that time one of the joints of the steam pipes belonging to the steering gear was blowing, and required to be re-packed before the steamer could start. The *Ashburne* steamed out of No. 8 Calcutta moorings, third berth, about 6-15 A.M., and when she got out into the stream she would not answer the starboard helm. The assistant harbour master let go the port anchor and gave her 30 fathoms of chain to keep the

vessel steady. As soon as she was fair on the tide, the assistant harbour master began to heave in again and tried to drop down, but the steamer would not answer the starboard helm, being more than half an hour abreast the moorings going ahead and astern without making any progress, until she fell in against the starboard helm, the engines going ahead full speed with the helm hard a-starboard. In spite of all this the *Ashburne* broke her starboard anchor stock and came into collision with the S. S. *Bombay,* receiving some slight damage to her bulwarks and cracking one of the bulwark plates. Value of damage to the *Ashburne* not reported. No cargo lost. No loss of life.

[A Departmental Committee of Inquiry was held on the 22nd August, in the Port Commissioners' Buildings, Calcutta, by the Deputy Conservator, Port Approaches, to investigate the circumstances attending the collision between the steam ships *Ashburne* and *Bombay.* The Committee after having examined all the witnesses available arrived at the following conclusions: (1) That the assistant harbour master acted with all ordinary care and judgment in hauling out the S. S. *Ashburne* at the time he did, and no blame could be attached to him for hauling out his vessel after the time named in his order; (2) From the evidence adduced it appeared to be the custom amongst the assistant harbour masters to haul out steamers at all stages of that tide subsequent to the hour stated on their order; and (3) The Committee were of opinion that the cause of collision was brought about by the numerous eddies encountered by the S. S. *Ashburne* after sheering out into the stream from her moorings, and, with the small steam power of the vessel at his command, the assistant harbour master was unable to rapidly give the ship sufficient impetus requisite to afford her enough helm power to cope with the eddies experienced in so confined a space, and she was therefore canted again into the moorings against her helm, as stated by the assistant harbour master and borne out by evidence, thus fouling with the S. S. *Bombay.* The Committee were therefore of opinion that no blame was attached to the assistant harbour master for the above collision, he having done all that was possible, under the circumstances, to avoid it.]

The finding of the Departmental Committee of Inquiry was confirmed by the Vice-Chairman.

240. The British iron screw steamer BOMBAY [of London, 2,044 tons register, official number 548], from Calcutta to London, with a general cargo. On the 17th August the steamer *Bombay* was lying at anchor at No. 8 Calcutta moorings, second berth, Hooghly river, ready to go to sea. At 6-15 A.M., as the assistant harbour master was hauling the S. S. *Ashburne* out of the same moorings from third berth, the steamer took a sheer, caused by eddies, and came into collision with the S. S. *Bombay.* The latter vessel damaged some of her bulwark and sheer streak plates abreast the main hatches. Value of damage to *Bombay* not reported. No cargo lost. No loss of life. (The casualty was unavoidable.)

241. The Italian iron screw steamer AMEDEO [of Genoa, 1,200 tons register, official number not reported], from Point de Galle to London, with a general cargo. On the 17th August, at 4 P.M. during S.W. monsoon winds and rough sea, when in latitude 2° 20′ N., longitude 75° 0′ E, (Indian Ocean), the steamer met with an accident to her machinery, *viz.,* started her boiler by the boiler stay giving way. She put into Aden for repairs. No damage to the hull or cargo. Value of damage to machinery not stated. No loss of life.

242. The British iron screw steamer KARAMANIA [of Barrow, 2,045 tons register, official number 83989], from Calcutta to London, with a general cargo. On the 17th August the steamer, in charge of a pilot, was proceeding down the Hooghly river, and at 7-30 A.M., whilst turning round at Garden Reach, her stern slightly touched the flat off the King of Oudh's palace during the last of the ebb-tide, but got off immediately. No damage to the hull or cargo. No loss of life. (The casualty was accidental.)

243. The British iron ship CITY OF ATHENS [of Glasgow, 1,199 tons

register, official number 56169], from Calcutta to London, with a general cargo. It appeared that on the 17th August the ship in pilotage charge, and in tow of the steam-tug *Defiance,* was proceeding down the Hooghly river,but was obliged to put back to Diamond harbour, as a leak was discovered through a most curious accident in the ship's bow from a crack in her plate on the starboard side, some ten feet below her water-line. It was supposed that on leaving her anchorage at Diamond harbour on her way out, and whilst heaving her anchors, the pea of one of the anchors made a small dent in one of her plates, just below the forepeak. Nothing seemed to have been known of the occurrence at the time until the ship was at Mud point, when on the 18th the cook, happening to go into one of the coal bunkers, found the compartment, a watertight one, full of water. On an examination of the ship being made by the master, the hole was discovered, and she was at once put back to Diamond harbour. The Surveyor to Lloyd's Agents, with a party of Marine experts, left town (Calcutta) for Diamond harbour by the Calcutta and South-Eastern State Railway. On the 19th they proceeded on board the ship *City of Athens,* lying at Diamond harbour, in order to make a survey and report on the nature of the leak in the vessel's bow. After a careful examination they found on the starboard bow, about three feet from the stem, on the sixth strake of plating below the gunvale, a small dent about four inches diameter with a crack across the centre, two and a half inches long and a quarter to three-eighths of an inch wide, through which the water had entered into the forepeak. The dent was of a nature which might have been caused by the pea of the anchor striking against the side. They recommended that the means already adopted to stop the leak be again resorted to, *viz.,* a piece of thick India-rubber, about six inches broad and twelve inches long, be placed over the damaged part, with a thick layer of soft white lead between the rubber and the plate, and held on by a small jack screw set up tight against a frame on the opposite side, the hollow end of the jack covering the dent. In addition they advised that a rough casing should be made round the damaged part and filled with Portland cement to prevent the possibility of the jack screw slackening and falling off by the panting of the sides. This, in their opinion, would be sufficient to carry the ship safely on her passage to London, where the *City of Athens* should undergo a thorough repair. The temporary repairs were accordingly done, and the pilot, with the request of the master and Agents, proceeded down with the ship again on the 20th. Value of damage to ship, Rs. 1,830. No cargo lost. No loss of life. (The casualty was probably caused by the carelessness of the crew when heaving the anchor up.)

244. The British iron ship PANMURE [of Dundee, 1,505 tons register, official number 73387], from London to Calcutta, with a general cargo. On the 19th August the ship was proceeding up the Hooghly river in pilotage charge and in tow of the steam-tug *Sind.* At 7 P.M. the ship, whilst nearing the Camberbatches point, got into an eddy and took a sheer to southward against the helm and the steamer, parting the hawser and bringing herself up, grounded on the southern bank a little below the point; everything was done to recover her, but without avail. Shortly afterwards the steamer made an attempt to pull her off, but the ship's hawser parted, as the tide was too strong for the tug to hold her position, though she had the anchor down and 45 fathoms of cable out. The ship remained in the slack tide till the flood made at 10-45 A.M., when she floated off without any effort, and her progress was continued by the harbour master up to her moorings in tow of steam. The *Panmure* was aground four hours, from the bow to about fore rigging being on shore, and during that time she remained nearly upright. Value of damage to ship, Rs. 3,727. No loss of cargo. No loss of life. (The casualty was unavoidable.)

245. The British iron barque GLAMIS [of Dundee, 1,150 tons register, official number 75190], from Adelaide to Calcutta, in ballast. On the 19th

August the barque, in charge of a pilot and in tow of the steam-tug *Cyclone,* was proceeding up the Hooghly river; at about 12-30 P.M. the barque, when crossing the James and Mary's, owing to the eddies off the Hooghly point, took a heavy sheer towards the shore, but did not ground; her starboard hawser fouled the anchor, which fell against the side of the vessel, the pea going through the plate below the gunvale on the starboard side. The anchor stock was badly bent and the hawser badly chafed in several places. Value of damage to *Glamis,* Rs. 203. No loss of life.

246. The British iron ship ROYAL ALFRED [of Liverpool, 1,239 tons register, official number 45900], from Liverpool to Calcutta, with a cargo of salt. On the 20th August the barque was proceeding up the Hooghly river in charge of a pilot and in tow of the steam-tug *Enterprize,* when at 11-45 A.M., just above Puppies parlour, the barque took a run for the bank and the steamer towards the sand. The pilot tried to recover both the steamer and the ship by letting fly the hawser, and finding this ineffectual, he tried to turn round, when the steamer's hawser parted and the ship ran out. The pilot then endeavoured to get her round with the port helm, but owing to the eddy-tide he failed. During the last quarter flood the *Royal Alfred,* when in Hooghly bight, to the eastward of mid-channel, midway between Puppies parlour and the Teetulbaria creek, let go her starboard anchor; as soon as she got 15 fathoms in the water, the cable took a run, and neither the break nor the compressor could stop it, and consequently the whole cable (135 fathoms) ran out. The pilot attempted, by letting go the port anchor, to cause a check and so stop the starboard chain, but without success. With the port anchor the pilot eventually brought up the ship abreast of Gewan khali. The *Royal Alfred's* hawser chock was carried away, swinging the starboard side of topgallant forecastle, tearing up stanchions, bending the starboard fish davit, ripping up the decks about it, and cracking the fish davit socket. Value of damage to *Royal Alfred,* Rs. 6,200. No cargo lost. No loss of life. (The casualty was unavoidable.)

247. The British iron ship SIREN [of Greenock, 1,482 tons register official number 81829], from Madras to Calcutta, in sand ballast. On the 21st August the ship was proceeding up the Hooghly river in pilotage charge and in tow of the steam-tug *Sind;* at 12-45 P.M. she took a sheer and grounded on Fulta point before the tug could recover her. After floating at 1-30 P.M., and before the *Siren* could be straightened upon her course, she came into collision with the Fulta sand buoy, which went under the ship, passing from stern to stern, but was not sent adrift. The Surveyor to Lloyd's Agent proceeded on board the ship *Siren* on the morning of the 30th August, lying in the Hooghly Dry Dock at Howrah; after a thorough examination of the bottom and rudder, and the cement inside forward, the ballast having been cleared away, reported that the ship had not taken any injury whatever by grounding, or by running over a buoy, except that the paint was badly rubbed of her bottom and scored by the buoy. The Surveyor recommended that the chafed paint be cleaned off, and that the bottom be coated with two coats of best paint and a coat of tallow. No damage to buoy. Damage to ship, Rs. 3,400. No cargo on board. No loss of life. (The casualty was unavoidable.)

248. The British iron ship DESDEMONA [of Liverpool, 1,490 tons register, official number 70911], from Calcutta to New York, with a cargo of linseed and saltpetre. On the 23rd August the ship was dropping down the Hooghly river in charge of an assistant harbour master from the Esplanade moorings, and when near the little gully about 100 feet above and 400 feet from the bank off the King of Oudh's palace, the ship hooked something in the bottom, a portion of the cable ran out through the compressor and parted at 20 fathoms from the anchor. The crew began heaving hard to get the anchor off the ground, as the

assistant harbour master had had occasion to light-to a little chain to sheer clear of the S. S. *Uppingham,* which vessel was lying just below the Lower College sand buoy. The anchor and chain were afterwards hooked up by a fisherman diver at a cost of Rs. 270. No damage to the hull or cargo. No loss of life.

249. The British iron screw steamer CULNA [of Glasgow, 1,514 tons register, official number 80435], from Bombay to Calcutta *viâ* Coast ports, with a general cargo. It appeared the steamer had been discharging cargo at Tellicherry on the 26th August, and knocked off work at 4 P.M. Before dark the master had looked round the horizon with his glasses, but saw no Native craft at anchor. At midnight the steamer got under weigh and steered S.W., bound for Calicut ; there was a light S.W. wind with passing squalls and high westerly swell. She proceeded at a speed of 6½ knots by the engines, which would give a speed of about 5 knots over the ground. At 12-30 A.M. on the 27th, the master set the course of the vessel to S. 2° W., and left the upper bridge for the lower bridge, not going down below ; the second officer was on the upper bridge in charge of the vessel. Neither of the officers perceived any lights ahead, nor did the look-out man at the bows. They all stated that if there had been any light visible they would have seen it. The night was very dark, though clear enough to have seen a light. There being so heavy a swell on at the time, the steamer could not call at Calicut the next morning. At the time of the collision the steamer was going 5 knots an hour, but she could only very shortly before have attained that speed, as the distance from the anchorage to the point of collision was only about two miles, and the *Culna* had been 50 minutes going that distance. The master on the lower bridge, and the second officer on the upper, were both suddenly made aware by a grating feeling against the starboad bow of the steamer at 12-50 A.M. ; the master rushed on the upper bridge and met the second officer, when they both saw over the starboard bow the mast of the ganja *Lakshmaprasad,* lying at anchor about two miles S.W. of Tellicherry (Malabár coast). The master ordered the engines to be stopped at once, and ropes to be thrown over the bows to the ganja, by the aid of which four of the crew climbed on to the steamer. The master did not at once order the engines to be reversed, as he stated that the way on the *Culna* helped to keep the ganja afloat and gave the crew time to climb over the bows. When four men had got up, the master reversed the engines, lowered the mail boat, which had immediately been got ready, and had a lighted life-buoy thrown overboard. Reversing the engines freed the steamer from the *Lakshmaprasad,* which sank ; from the wreckage the *Culna* rescued four men and a boy, but unfortunately one man got drowned. At 2 A.M. the *Culna* hoisted the boat and proceeded on her voyage with the 7 men and the boy to Cochin, thence the Agents gave them a free passage to Bombay. No damage to the steamer *Culna.* No loss of cargo. No loss of life.

[A Special Court of Inquiry was held at Madras, in the Chief Presidency Magistrate's Court, on the 6th September, under Act IV of the Indian Merchant Shipping Act, 1875, to investigate the circumstances attending the collision between the S. S. *Culna* and the ganja *Lakshmaprasad.* The Court, after having heard and recorded all the evidence in this case, were of opinion that there were no grounds for charging the master of the steamer *Culna* or any of his officers and crew with incompetency or misconduct. It appeared to the Court that the points in the case to be cleared were—(1) Had the Native vessel a light? (2) Did the Native crew, on seeing the steamer approach, shout out or make any outcry? and (3) Supposing the Native vessel to have no light, and its crew to have raised no cry of warning, was it not possible to avoid the collision by seeing the vessel if a proper look-out had been kept? On the first point the evidence of the master, the second officer, and the look-out man of the S. S. *Culna*

were that there was no light of any sort visible. They did not shield themselves by attempting to say the atmosphere was too thick to see a light; they stated it was quite clear enough to see a light, and that they saw no light, therefore there could not have been one. The master also stated in his evidence that on examining the tindal of the *Lakshmaprasad* the next morning he told him that they had put up a light, but that it had been blown out in one of the squalls. The tindal and three lascars of the *Lakshmaprasad* all stated before the Court that they had a light burning hung halfway between the end of their yard arm and the mast; that when they saw the steamer coming near they untied the lantern and waved it about. The tindal stated they brought it on deck to wave it; the man who untied the lantern said he stood on the yard waving it till just before they were struck. One man stated the light was hung eight feet high from the deck, another twelve feet high. Supposing there was a light, the crew had no business to remove it from the proper place where the light was ordered to be hung under Her Majesty's Order in Council, dated the 1st September 1880. The evidence on this point in favour of the *Lakshmaprasad* having a light was so contradictory that the Court decided the vessel had no light. On the second point, the evidence for the steamer was, that all was perfectly quiet on board; that if any great outcry had been made by the crew of the *Lakshmaprasad* within 300 yards of them, they must have heard it; but there was no outcry or signal of alarm. The master stated that he had constantly avoided collisions with these Native vessels by the crew calling out together. The evidence for the *Lakshmaprasad* about the outcry was very contradictory. The tindal stated all the crew were awake and on deck, and that they saw the steamer's lights from 12-30 A.M., coming towards them, and that they all began to shout together when the steamer got within 50 yards of them. Another man said all were asleep but three men on watch, and that when the steamer got near, the watch awoke the rest; he said nothing of shouting. The next man stated first the steamer was very near when they awoke the crew; afterwards, that the steamer was some distance off, and that when the steamer was 40 yards off they all called out. "Go to the left,—go to the left." The fourth man stated the steamer was a mile away when the lantern was unfastened; that there were four men on watch; that the men of the watch shouted to the steamer to "go past," and that when the steamer got within 8 yards, the watch awoke the rest of the crew. The Court decided on this evidence that there was no alarm raised, and came to the conclusion that all the crew, as was most probable with Natives, were fast asleep, and that most likely their lantern, if any, had been blown out by some squall. On the third point, which the Court considered a very important one, as to whether the *Lakshmaprasad* might not have been seen by the look-out man on board the steamer, if he had been alert, in spite of her having no light burning and not raising an alarm, the Court had the evidence of the S. S. *Culna's* master, the second officer, and look-out man. The master stated the night was a dark one; there was so heavy a swell on that he could not call at Calicut the next morning. The *Lakshmaprasad* was very low in the water, and at anchor with no lights. She was so low compared with the height of the steamer's bows, that in the heavy swell the master of the *Culna* was of opinion that the look-out man could see nothing of her. There could have been nothing visible but her mast, and she had no sail or light up, being at anchor. The second officer stated it was so dark on the water that night that he considered it was impossible for the look-out man on board the *Culna* to have seen her hull. The Native look-out man stated it was so dark and squally, and the sea so dark, that he could not see the vessel till she struck. The *Lakshmaprasad* was represented as being very low on the water, and one of her crew described her mast as being only 30 feet high, whereas the bow of the *Culna* was very high out of the water. This being the case, with a heavy swell on the sea, the water very black-looking (there was no moon that night) and a

dark night, the Court considered it quite possible that the accident might have happened in the face of a good look-out being kept. The Court thought at first that the mast of the *Lakshmaprasad* at least, if not the hull, must have been visible against the horizon; but the mast was only 30 feet high, not much higher than the bows of the steamer. On such a night neither hull nor mast would be visible at any distance. Coming near, so short a mast would not be seen against the horizon, but from such a high forecastle it would be seen against the black-looking sea, and would be as invisible as the hull. For these reasons, the Court decided that no blame could be attached to the look-out kept on board the steamer. The Court remarked that the matter was purely accidental, caused by the neglect of the *Lakshmaprasad's* tindal in not keeping his light burning and a proper watch on the look-out. The Court accordingly entirely exonerated the officers and crew of the S. S. *Culna* from any blame in the matter.]

250. The British iron screw steamer DARIEN [of London, 1,780 tons register, official number 82895], from Cardiff to Aden, with a cargo of coals. On the morning of the 28th of August, the steamer was lying at anchor in the inner harbour of Aden (south coast of Arabia), when the S. S. *St. Mark* dragged her anchors, although she was moored with a long scope of chain, and the tide running unusually strong, came into contact with the S. S. *Darien,* doing trifling damage. No damage to cargo. No loss of life. (The Port Officer of Aden stated that on the 28th August, the clerk in charge of the Tidal Observatory at the Post Office pier reported that the tidal curves were making irregularly from 4 P.M. of the evening previous, the 27th August. Thinking that there must have been some obstacles in the inlet pipe of the float cylinder, or in the rose, which was sometimes covered with oysters, he ordered the cylinder and rose to be cleaned, but discovered no alteration in the irregular working of the instrument. He accordingly inspected the machinery, but found it to be in good working order; he was therefore at a loss at the same time to account for the irregular working, especially as the pencil on the barrel quite agreed with the graduated staff. Subsequently, hearing of the volcanic eruption at Java, and that several other ports had been similarly affected by the influence of the tidal wave caused by that eruption, he was of opinion that the above collision was also occasioned in the same way, *viz.,* from the effects of the volcanic eruption which took place at Java.)

251. The British iron screw steamer ST. MARK [of London, 1,098 tons register, official number 79647], from Cardiff to Aden, with a cargo of coals. On the morning of the 28th of August the steamers, whilst anchored in the Inner harbour of Aden (south coast of Arabia) with 50 fathoms of chain out in flood-tide, dragged her anchor and came in contact with the S. S. *Darien,* striking her on the starboard quarter. The *St. Mark* had two iron stanchions from the lower bridge bent and wooden rails a little destroyed; estimated value not reported. No damage to the cargo. No loss of life.

252. The British iron screw steamer MALEK [of London, 1,054 tons register, official number 87078], from Port Said to Basra, with a general cargo. On the 27th August the steamer was lying at anchor at No. 4 buoy in the inner harbour of Aden (South coast of Arabia), when on the following morning, owing to the rising of the tidal wave at Aden, caused by the volcanic eruption at Java, the *Malek* dragged her anchor, but did not ground, as she was promptly re-moored. No damage to steamer or cargo. No loss of life.

253. The British iron screw steamer ANNANDALE [of London, 1,041 tons register, official number 79635], from Jiddah to Calcutta, with a cargo of salt. On the 27th August the steamer was lying at anchor at No. 5 buoy in the inner harbour of Aden (south coast of Arabia), when on the following morning, owing to the rising of the tidal wave at Aden, caused by the volcanic eruption at Java,

the *Annandale* dragged her anchor but did not ground, as she was promptly re-moored. No damage to the steamer or cargo. No loss of life.

254. The British iron screw steamer JUSTITIA [of Barrow, 1,986 tons register, official number 83983], from Calcutta to London, with a general cargo. On the 30th August the steamer, in charge of an assistant harbour master, whilst being transported to Garden reach from No. 1 jetty, in the Hooghly river, grounded on the Bishop's College sand, 400 yards below the lower College sand buoy, and about half a ship's length to the northward of line of the two lower College sand buoys. It appeared that the ship *British Statesman,* whilst dropping down the river with No. 12 harbour master's flag at the main, anchored in mid-channel off the King of Oudh's pump-house with a broad sheer in towards the house; the *Justitia* tried to pass to the northward, and in so doing her heel took the sand. The steamers *Rewa* and *City of Canterbury* were in company proceeding to sea, and very nearly came into collision with the S. S. *Justitia.* She remained aground for half an hour, when she floated and proceeded out of the river in charge of a pilot on the following day. No damage to hull or cargo. No loss of life. (The casualty was caused through the carelessness of the assistant harbour master in charge of the ship *British Statesman* in having anchored his vessel in the turning ground at Garden reach.)

255. The Swedish wooden brigantine ALMA [ex *Anne Marie,* of Gottenburg, 252 tons register, official number 509], from Calcutta to Port Natal, with a general cargo. On the 30th August the brigantine was proceeding down the Hooghly river under pilotage charge and without steam. The weather being fine she weighed from above Melancholy point at 1-30 P.M., with the first of the ebb-tide, the vessel, with the topsails and mainsail set, drifted into the slack tide a little below the point, when the soundings decreased from 9 to 7 fathoms. The pilot immediately ordered chain to be veered away, but could not bring up before the soundings were reduced to 3 fathoms. The pilot subsequently finding that this was owing to the anchor being foul, at once set all sail and tried to get out of the eddy-tide, but there being a light southerly breeze at the time, the tide seemed to set the brigantine broadside on towards the northern bank, and before the pilot had time to bring up again she touched at 3 P.M. astern and swung broadside on to the Melancholy sand in 2 fathoms of water fore and aft. The pilot laid a kedge anchor out to northward and eastward, but by the time this had been effected the tide had fallen another foot, when it was evident that she could not be got off until the night flood-tide. At 10-30 P.M. the *Alma* floated off and was kedged into deep water. The brigantine was making an inch every 24 hours when she left town (Calcutta); it had not increased at all; she was ashore 7½ hours, and had apparently sustained no damage to either the hull or cargo. No loss of life. (The casualty, it appeared, was an accidental one, and it was well nigh impossible to prevent it, as it occurred through the anchor fouling when let go, which in consequence failed to bring the brigantine up at a critical moment. The pilot had done all that could be done under the circumstances, and I (the Port Officer) did not impute blame to him, as when the anchor did not hold the vessel got beyond control in the eddies.)

256. The Turkish wooden ship FATTEL BARRY [formerly the *Lady Egüa,* of Jiddah, 1,239 tons register, no official number], from Jiddah and Muskat to Calcutta, with a cargo of salt, dates, and hulwa. On 30th August the ship was proceeding up the Hooghly river in pilotage charge and without steam. Whilst drifting up Saugor roads, at 7-15 P.M., nearly at high water on the starboard tack, the beacon of the Middleton sand spit buoy took the ship's port or lee main brace bumpkin, and a bolt sticking out ripped off some of her canvas. The buoy at no time touched the body or hull of the ship, and the pilot considered he should have gone clear, but the wind failing just then the bumpkin fouled the beacon. The beacon of the buoy seemed all right, and most of the canvas was adhering

to it when the pilot left Saugor. On the morning of the 1st September she proceeded in tow of the steam-tug *Enterprize*. No damage to either ship or buoy. No cargo lost. No loss of life. (The casualty was accidental.)

257. The British iron screw steamer JUSTITIA [of Barrow, 1,986 tons register, official number 83983], from Calcutta to London, with a general cargo. On the 30th August the steamer, whilst proceeding down the Hooghly river in pilotage charge, burst her main pipe when off Budge-Budge. The pilot anchored her for the night, and on the following morning returned to town (Calcutta) with one boiler only, and was placed in moorings off Prinsep's ghât. The steamer, after being detained in port five days owing to spring tides, proceeded again on her voyage. No damage to the hull or cargo. Value of damage to engines, Rs. 162. No loss of life. (The cause of the casualty was not reported.)

258. The British iron barque HADDINGTON [of London, 1,206 tons register, official number 26365, age 37 years], from Calcutta to London, with a general cargo. On the 31st August the barque was proceeding down the Hooghly river under pilotage charge and in tow of steam-tug *Court Hey*, and at about 7-40 A.M., when rounding Melancholy point, the *Haddington* took a heavy sheer towards the sand, recovered herself, and went for the bank, which she touched off the point, but came off immediately. No damage to the barque or cargo. No loss of life. (The casualty was unavoidable.)

(*See Wrecks, No. 46.*)

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259. The British Indian iron screw steamer COLUMBIAN [of Bombay, 1,404 tons register, official number 7459], from Jiddah to Bombay, with a general cargo. At 5-30 P.M. on the 2nd September, the steamer, when in the Arabian Sea, in latitude 15° 02′ N., longitude 64° 10′ E., met with an accident to her machinery, the high-pressure cylinder cover and piston junk ring breaking. She was repaired at Bombay. Value of damage to engines, Rs. 1,204. No damage to the hull or cargo. No loss of life. (The cause of the casualty was not reported.)

260. The British Indian iron steamer JUMNA [of Calcutta, 187 tons register, no official number], from Calcutta to Diamond harbour, in ballast. On the morning of the 3rd September the steamer was at anchor at Diamond harbour, Hooghly river, and the master not being able to heave the anchor when getting under weigh, slipped it with 15 fathoms of chain in 9 fathoms of water. No damage to the steamer. Cost of recovering anchor and chain, Rs. 223. No cargo on board. No loss of life. (The casualty was unavoidable.)

261. The British Indian iron flat MATABANGA [of Calcutta, 488 tons register, no official number], from Narainganj to Calcutta, with a cargo of tea. On the evening of the 7th September the steamer *Silchar* was steaming slowly through the Hooghly bridge (Hooghly river) opening whilst the red disc or danger signal was up, towing flats, one on each side, and the *Matabanga* astern with two lines. At 5 P.M., in passing through, one line parted, and the *Matabanga* took a sheer and got her bow at the wrong side, and thus her stern came into collision with one of the pontoons below the bridge and damaged it. The master of the *Silchar* to save time cast the *Matabanga* off, and the steamer, after dropping clear of the bridge with the other two flats, towed her through. No damage to *Matabanga* or *Silchar*. The flat had no cargo on board. No loss of life. (The master of the steamer *Silchar* was charged at the Northern Division Magistrate's Court, Calcutta, with having broken Bye-law 1, signal 2, section 24 of Act IX of 1871 (The Hooghly Bridge Act). For the defence it was urged that the master of the *Silchar* did not observe the red disc up. The Magistrate convicted and fined the master Rs. 50, remarking that the evidence showed that the danger signal was up at the time the master steamed through the bridge opening.)

262. The British Indian mahangiri LAXMI [of Bassein, 17 tons register, official number 2907], from Kalyán to Bombay, with a cargo of bricks. At 4 A.M. on the 7th September, owing to strong winds, the mast of the mahangiri broke, and she capsized in the Bhándúp creek, Bombay harbour. She was subsequently recovered with a damage to the amount of Rs. 125. Cargo all lost, value Rs. 164. No loss of life.

263. The British Indian wooden brig SREE VENKATANARAYANMOORLY [of Vizagapatam, 188 tons register, official number 1 of 1877], from Vizagapatam to Gopalpur, with a cargo of rice. On the 8th September the brig, whilst lying at anchor in Gopalpur roads (Madras coast), in 7 fathoms of water, experienced very high winds with a heavy sea; a second anchor was let go. At 8 A.M. on the following day a heavy sea carried away the port anchor and chain, and shortly afterwards the starboard one; the tindal at once put to sea, and after the weather settled the brig returned to her anchorage. No damage to the brig or cargo. Value of the anchors and chains not reported. No loss of life.

264. The British iron screw steamer CLAN STUART [of Glasgow, 1,355 tons register, official number 80447], from Calcutta to Colombo and Bombay, with a general cargo. On the 12th September the steamer was lying in the third berth, No. 2 Calcutta moorings, Hooghly river, loading her cargo, when, at about 11 A.M. a fire broke out on board. Shortly afterwards the deputy harbour master and the officers and crew of the several vessels lying alongside boarded the steamer. It was instantly discovered that the seat of the fire was in the engine-room, it having originated in the oil locker on the starboard side, lower hold, where a very large quantity of oil was stowed. The engine-room was enveloped in dense smoke, and the matter looked serious, when it was considered necessary first to stop all ventilators as far as possible, and prepare for the worst, *viz.*, removing the S. S. *Khalif* from outside berth, unmoor the *Clan Stuart* and place her to the Outer buoy outside moorings, away from other vessels in the tier, and in case of emergency ready to move out at a moment's notice. In the meantime the Port Commissioners' fire-engines *Hooghly* and *Hetty*, and the Police fire brigade, came alongside, and the hose from the new patent hydro-carbonic attachment was placed at once through one of the dead-lights in the iron deck-house round the engine-room, and worked with good effect. The hatches of the steamer were all battened down when the hose was applied; the Police were unsparing in their efforts to subdue the fire, which was got under by 3 P.M. the same day. The Port Commissioners' patent hydro-carbonic attachment worked very successfully; it was reported that nine charges were expended, which doubtless was the main cause of smothering the fire, and eventually extinguishing it in such a short space of time. It was found that the excessive heat was caused by the parafine oil, about 40 gallons of which had been consumed. The fire heated the bulkheads and deck-house to such an extent as to burn all the paint off the vessel; the engine-room platform (wooden) was burnt; the lagon (wooden) round cylinder on starboard side and aft burnt; the casement round telegraph charred; skylight above engine-room charred; and the lower portion of the 'tween deck next the engine-room on starboard side (wooden) charred. Value of damage to the steamer, Rs. 2,500. The damage to cargo, which was all insured, had been *nil*, save and except that about 50 or more bags of rice, which were stowed in the hold on the other side against the bulkhead, had been scorched. Estimated value not reported. No loss of life. (There was no Court of Inquiry held in this case, as the casualty was accidental. It appeared that the donkey-man was cleaning the engine with some material, which got saturated with oil. He afterwards left the material into the pan hanging near a lamp, which accidentally capsized and set fire to some parafine oil, and he had hardly turned round to go elsewhere when the engine-room was in a blaze.)

265. The British Indian wooden ship SHAH JEHAN [of Bombay, 698 tons register, official number 30568], from Bombay to Calcutta, with a cargo of salt. On the 14th September the ship was proceeding up the Hooghly river in pilotage charge and in tow of the steam-tug *Cyclone*. The pilot, at 7 A.M., whilst casting the ship on the flood-tide to proceed up from Saugor roads, the wind being S.W., the ship, after paying off and getting athwart the tide, would not pay off any more, and drifted close to the Saugor flat, when the pilot was obliged to anchor so as to prevent her going ashore. On the starboard anchor being let go the chain ran out, carrying away the stopper at the 30 fathoms, and also a tackle at the 45 fathoms, and before the pilot could let go the second anchor, the chain ran out to 90 fathoms, when it parted, carrying away the anchor. Subsequently the ship was brought up, and the pilot hove in her starboard chain, when it was perceived that it had parted at the 45 fathoms shackle; the Saugor lighthouse bearing S.E. by S. ¼ S., and Long sand lightship S. ¼ W. The lost anchor and chain of the *Shah Jehan* had not been recovered, but a new anchor and chain were supplied at a cost of Rs. 1,000. No damage to the hull or cargo. No loss of life. (The casualty was unavoidable.)

266. The British iron screw steamer LENNOX [of Leith, 1,327 tons register, official number 82004], from Calcutta to Hong-Kong *vid* Straits, with a general cargo. On the 15th September the steamer was dropping down the river Hooghly in charge of an assistant harbour master on the last quarter ebb, and, when passing the S. S. *Kilwa,* lying at anchor off Nos. 1 and 2 Hastings' moorings, the *Lennox* having a slight sheer off on starboard helm, the assistant harbour master gave the order "easy astern" to straighten the vessel in order that she might pass by safely. The telegraph replied right enough, but the engines were started ahead, and the vessel throwing her head more to port, the engines were directed to go full speed. At that time the assistant harbour master observed that the engines were going ahead instead of astern; he immediately stopped them and ordered astern full speed, but before he could stop the *Lennox's* headway she came into collision with the *Kilwa,* striking her about the starboard fore rigging, and swinging alongside, the *Lennox* got her side ladder broken. The assistant harbour master stated that he was unable to let go an anchor, as it would have hooked the *Kilwa's* chain. Value of damage to *Lennox,* Rs. 50. No cargo lost. No loss of life. (The deputy harbour master reported that the accident was caused by the engineer of the *Lennox* starting the engines ahead instead of astern. The facts of this case were not inquired into, as both vessels had proceeded on their voyage, and might not be in port at the same time again to hold an inquiry.)

267. The British iron screw steamer KILWA [of Glasgow, 993 tons register, official number 78638], from Calcutta to Rangoon, Maulmain, and Straits, with a general cargo. On the morning of the 15th September the S. S. *Kilwa,* in charge of an assistant harbour master, was anchored in the stream off Hastings' moorings, well out of the channel, nearly in a line with the Government swinging buoys, waiting for the mail to be placed on board before proceeding on her voyage. At about 7 A.M. the *Lennox's* engines were first going ahead, afterwards it went astern, but before her headway could be stopped, she fouled the *Kilwa,* doing slight damage to the latter vessel. The flukes of the anchor at the bows of the *Lennox* stove in an iron paint locker abreast of the fore rigging of the *Kilwa,* and strained the side posts aft by the poop. Value of damage to *Kilwa* not reported. No cargo lost. No loss of life. (The casualty was caused by the carelessness of the engineer on board the *Lennox.*)

268. The Persian buggarah TAVAKKULEE [of Bushire, 15 tons register, no official number], from the inner harbour of Bushire to the outer harbour, with a cargo of 23 tons of wheat. On the 15th September the buggarah, laden with wheat, proceeded out of the inner harbour of Bushire and anchored for the

night at the entrance to the Khôre Bahrany, near Rás-el-Marg (Persian Gulf), awaiting the arrival of the steamer *Gleadowe* at the outer harbour of Bushire. At midnight, during low tide, the buggarah struck on her anchor, made a hole in her bottom, and, filling with water, sank. She was subsequently recovered with slight damage; cargo worth Rs. 65 was lost, and Rs. 800 damaged; the remainder was saved. No loss of life.

269. The British iron screw steamer WILLIAM SYMINGTON [of Cardiff, 1,322 tons register, official number 77207], from Bombay to Hull, with a cargo of wheat and seeds. It appeared that the steamer *William Symington* left Bombay on the 28th June, and had proceeded to sea, but owing to stress of weather put back with disabled machinery. She arrived at Bombay on the 23rd July. The necessary repairs having been carried out, she left Prince's dock a second time, and cast anchor as per Port Regulations, close to the North Cross island Reef buoy, Bombay harbour. The second officer of the *William Symington* stated that on the 15th September, at 8 A.M., the latter vessel whilst lying in this position, he sighted the S. S. *Bertie,* which vessel, under charge of a pilot, had left Prince's dock, and was proceeding down the harbour in-shore of her, but when she was a little abaft the *William Symington's* beam, she did not answer her helm, which was then to starboard. The second officer stated that whilst at breakfast on the poop, he heard some one on board of her sing out hard a-port, when the *Bertie* was close to the buoy. No doubt there seemed to have been some difficulty in getting the *Bertie's* helm over. At 8-30 A.M. the second officer stated that he observed she was going to run into the *William Symington,* when almost immediately afterwards the pilot called out for the *Bertie* to go full speed astern and let go the anchor, which was done, but notwithstanding the *Bertie* ran into the *William Symington,* striking her on the starboard quarter. On the 17th September the Surveyors to the port of Bombay proceeded on board the S. S. *William Symington,* lying off Moody bay, for the purpose of ascertaining if possible the extent of damage she had sustained by the collision with the S. S. *Bertie.* They reported that the *William Symington* was fouled at the break of the poop immediately in front of a frame at the forepart of the master's cabin, smashing the lining, one part glass of the plating forming half round; two bulwark plates broken; smashing and warping port covering board and gutter ways; smashing the wooden beading, 12 plates of sheer strakes smashed and broken; one plate below sheer plate and one plate below this on the second strake from sheer broken, two frames damaged and broken, one beam bent and broken, and the whole of the deck planking sprung right across the line of beam. The *William Symington* being loaded with a cargo of grain and seeds, the whole extent of the damage could not be ascertained; the Surveyors therefore advised that the cargo be removed from the aft hold to admit of further examination. On the 5th October, after the cargo had been discharged, the *William Symington* was again surveyed, when, after a careful examination of the hull on the starboard side, found the bulwark plate broken; sheer or gunwale plate at the break of the poop broken; one plate immediately below it and another below the latter broken; two other plates adjoining these broken. The Surveyors recommended that all the above plates be taken out and replaced by new ones. To remove these plates the whole of the lining and fittings in the master's cabin, deck planks, angle irons that join the poop bulkheads, and waterways, to be shifted and replaced. Waterway plate broken to be cut out and renewed; waterway and bulwark angle irons to be cut out about 12 feet long and renewed; two frames bent, rivets joining back irons to frames, and rivets joining beams broken to be renewed; main and lower deck beams bent and angle irons connecting ship's side to deck plate broken to be renewed; fore and aft carlings in the middle line of beams bent and broken through force of concussion by collision to be repaired or renewed as might be found necessary; ceilings

in the cabins and saloon started and otherwise injured to be thoroughly repaired. On the port side two butts of plates started by force of concussion to be repaired as might be found necessary; the fore combing of the bridge bulkhead started to be secured with an angle iron right across the vessel and refastened. The equipments of the steamer were good, as also the engines, with the exception of the high-pressed cylinder, which was about to swerve. The boilers were found to be in good order. Value of damage to *William Symington*, Rs. 20,000; cargo, value not reported. No loss of life.

[A Departmental Committee of Inquiry was held at the Port Office, Bombay, on the 15th September, to inquire into the cause of the collision between the S. S. *Bertie* and S. S. *William Symington*. The Committee were of opinion that the casualty was caused by the wheel chains of the S. S. *Bertie* becoming jammed at the time it was required to put the helm to port, which prevented the pilot's orders from being carried out; and as this circumstance was beyond his control, the Committee considered that he was not responsible for the accident, which could not be avoided. The pilot in charge of the *Bertie* appeared to have done all he could to avert the accident when he found that the helm was jammed.]

The Port Officer of Bombay reported that this accident, although attended with material damage to the S. S. *William Symington*, did not appear to have been one calling for investigation by a Special Court, as required in section 4 of the Indian Merchant Shipping Act of 1875 in consequence. It appeared that the *William Symington*, having been moored in the harbour at the time, could not have averted the collision under the circumstances, and it was admitted by the first officer of the S. S. *Bertie* (in the absence of the master) that the pilot on board had done everything he could to prevent the casualty, and that that vessel having been under steam at the time was the aggressor in the collision. As regards the *Bertie*, she was in charge of a pilot whose conduct and certificate was by law subordinate to the Trustees of the Port, and had been duly dealt with by that body, for whose information a Departmental Committee of Inquiry was held, and to whom the proceedings were submitted. The Surveyors examined the *Bertie* after the accident, and that vessel having been pronounced perfectly seaworthy, she was permitted to proceed to sea, which she did on the evening of the same day. The master of the S. S. *Bertie* had given to the master of the S. S. *William Symington* a guarantee to meet the costs of the damage done to her.

The Government Solicitor stated that he did not consider that the Government should appoint a Special Court of Inquiry to make an investigation on this case. The pilot and chief engineer of the S. S. *Bertie* seemed to have agreed as to the cause of the collision, a Port Trust Departmental Committee of Inquiry having been held as to the conduct of the pilot; the master of the *Bertie* appeared to have given a guarantee to the master of the S. S. *William Symington* to meet the costs of the damage done, and, besides, the S. S. *Bertie*, with whom, the Solicitor presumed, every one excepting the pilot, who would have given material evidence in the matter, had left Bombay.

The Secretary to the Trustees of the Port of Bombay observed that, owing to the collision between the S. S. *Bertie*, in charge of a first-class pilot, and the *William Symington*, lying at anchor, the latter vessel was seriously damaged. The Departmental Committee of Inquiry attributed the collision to the accidental fouling of the wheel chains by the lanyard of a fender, thereby preventing the rudder of the *Bertie* being put hard to port at a critical moment. The Port Officer concurred with the Committee, and mentioned that the pilot had taken the precaution, before the steamer left the dock, of personally ascertaining that the wheel chains were clear, and that the rudder moved easily each way, but he considered that the pilot should have taken the *Bertie* outside

instead of through the shipping, where the fouling of the wheel chains would have been of less importance. The Secretary recommended that the pilot be reduced to the 2nd grade of pilots for four months from the date of the collision.

The Chairman ordered that the Port Officer be requested to admonish the pilot for not having exercised a wise discretion in taking the S. S. *Bertie* by the Inner instead of the Outer channel, and for having started when the master was not on board, in breach of No. 54 of the Pilotage Bye-laws. That the Port Officer be also asked to frame, for the approval of the Trustees, rules for the guidance of the pilots, specifying the circumstances under which the Inner channel might be used, and that he should report on the working of Dock Bye-law No. 54, and the desirability of retaining it.

The Secretary to the Bombay Port Trust reported that a departmental order was issued by the Port Officer for the use of pilots, with reference to the collision between the S. S. *Bertie* and S. S. *William Symington;* that whenever it might be practicable, all vessels leaving Prince's dock, or the Peninsular and Oriental Steam Navigation Company's moorings, or from north of Cross island, either for sea or for the Outer harbour, should be piloted to the eastward of the shipping, and, unless absolutely necessary, the inner channel through the shipping must not be used.

The Governor of Bombay remarked that he did not consider it necessary to order a formal investigation in this case; he consequently confirmed the finding of the Departmental Committee of Inquiry.

270. The British iron screw steamer BERTIE [of Hartlepool, 1,108 tons register, official number 81659], from Bombay to Port Said, with a general cargo. On the 15th September, at about 8 A.M., the *Bertie,* in pilotage charge, left Prince's dock, Bombay harbour, going ahead full speed. The first officer stated that he was on the bridge in charge, the master being ashore. When rounding North Channel beacon the pilot asked the first officer whether the engines and steering gear were in good order, although the pilot had previously tested them in dock and found they worked well. The pilot, in consequence, took the *Bertie* down the harbour inside the shipping, in order to pick up the master and the doctor off the Apollo bandar. On nearing the Cross island Reef buoy, the steamer *Bertie* having taken a sheer to starboard, the pilot put the helm hard a-starboard, eased the engines, and stopped her; but she kept headway all the time. The pilot stated that he considered he would clear the North Cross island Reef buoy, and consequently went slow ahead on the engines, but the vessel was inclined to fall off to port, when the order was given to hard a-port the helm. On ascertaining the cause why she could not get the helm over, it was found that the wheel chains were jammed with a fender lanyard. The pilot immediately gave the order to go full speed astern and let go the port anchor; the chain veered to 30 fathoms, but it did not stop her way, and the flood-tide being strong on starboard bow, the *Bertie* was swept over against the *William Symington,* thus causing a collision. The anchor of the *Bertie* being let go, however, checked her way greatly and eased the blow. After being about two minutes in collision, the *Bertie* swung to her anchor, and she remained by the *William Symington* to ascertain whether any assistance was required. The first officer of the *William Symington* boarded the *Bertie* and said that there was no serious damage done, and that the vessel was not making any water. The pilot afterwards hove up and proceeded to the N.E. of the Middle Ground, where he anchored the *Bertie.* Value of damage to *Bertie* and cargo not reported. No loss of life. (The pilot stated that he attributed the collision to the *Bertie* taking a sheer to starboard when close to the Cross island Reef buoy to an eddy; there was plenty of room, and he had every confidence in the engines and steering gear, having had them tried in dock.)

271 The British Indian steamer IRAN [of Bombay, 109 tons register, official number 53517], from Bushire to Basra, with 230 Native passengers, but no cargo. On the 19th September the *Iran,* in pilotage charge, was proceeding out of the Inner harbour of Bushire bound for Basra. At 11 A.M. on that day the steamer started with an easy speed, which was increased gradually to full speed, when she was clear of everything. The pilot kept the *Iran* in mid-channel Khôre up to about 100 fathoms from the buoy at the entrance of the Khôre Bahrany, Bushire harbour (Persian Gulf). At this point the steamer sighted the *Hoseinee* proceeding from the sea, but had not arrived at the buoy. The pilot directed the master of the steamer to sound the steam-whistle, which was sounded four times successively, and the helm was ordered to be put a-port so as to go close over to the starboard side of the channel. The buggarah at the time was 30 fathoms from the buoy, but she disregarded the warning and kept on her course, and when she had passed to the northern side of the buoy, she altered slightly her course, so as to pass by the port side of the steamer. At this time the engines were eased to half speed, but the buggarah again altered her course and wanted to cross and pass by the steamer's starboard side. At this sudden change of the buggarah's course the pilot ordered the engines to stop; the distance between the two vessels at the time was 6 fathoms; immediately afterwards the *Hoseinee* came into collision with the *Iran* and sank. The buggarah was under full sail, and although the engines were stopped, the steamer was carrying her way, but after the collision she stopped. The sail of the buggarah got entangled with the yard of the steamer, which being disengaged, the *Iran* proceeded to the anchorage. The *Iran's* stern, yardarm, &c., were damaged; estimated value Rs. 200. No cargo on board. No loss of life.

[A Naval Court of Inquiry was held at Bushire in the British Residency and Consulate General's office, on the 6th and 7th November, to investigate the circumstances attending the collision between the S. S. *Iran* and buggarah *Hoseinee.* After a careful hearing of the witnesses on both sides, the Court were of opinion that the S. S. *Iran* acted quite correctly up to the time the collision was inevitable, when, however, she failed to reverse her engines; if this had been done, it was most probable that the shock of the collision would have been so slight that the buggarah would not have been cut down. The pilot, however, considered that the position of the *Iran* with respect to the point Rás-el-Marg precluded her going astern. The *Hoseinee* appeared to have had quite enough wind to have been under full command; apparently there was no one on the look-out except the nakhoda, who was steering, which would account for the steam-whistle of the *Iran* not being heard. He stated that he thought the *Iran* was going to pass out by the passage to the East of Lakfah shoal, line of passage shown in the Admiralty chart, as she had always done before, but on getting close to the buoy he perceived that the *Iran* was going to pass out by the Rás-el-Marg; his men in the meantime had roused up and shouted; after some little hesitation the nakhoda, having first made a show of porting his helm, decided on passing on the starboard hand of the *Iran,* he supposing that the steamer ought to have kept out of his way, and apparently ignoring that any consideration was due to her in regard to difficulties of navigation amongst shoals. There was no sufficient reason why the buggarah should not have passed on the port side of the steamer. Taking everything into consideration, the Court were of opinion that the collision was occasioned by the injudicious action of the nakhoda of the buggarah. The fact of the *Hoseinee* being sunk quite close to the Rás-el-Marg tends to prove that, with the exception of the questionable default of not having reversed her engines, the steamer *Iran* acted throughout in accordance with the rules of navigation in having kept over, as far as possible, to the right-hand side of the channel, whereas the sailing buggarah would have easily passed in clear of the port

side of the steamer without danger of getting on shore. The Court were further of opinion that the master of the *Iran,* after the collision, behaved in quite a proper manner in having offered assistance, and did not proceed to the anchorage until he had seen there was no danger to the lives of the crew of the buggarah. The Court recorded that it would call attention to the fact that the log-book of the *Iran* had been kept in an informal manner, being more in the style of a private journal than the official log-book of a British steam-ship.]

272. The Persian buggarah HOSEINEE [of Bushire, 35 tons register, no official number], from the Inner to the Outer harbour of Bushire, with a cargo of 51 tons of wheat. The buggarah after being laden with 440 bags of wheat proceeded to the anchorage at the Outer harbour for transhipment to the French steamer *Suez,* but the latter not having arrived she returned. On the 19th September there was a fair breeze from the west; the buggarah was under sail, and had passed the buoy at the entrance of the Khôre Bahrany to a certain distance and entered the channel near Rás-el-Marg, Bushire harbour (Persian Gulf). At this time the nakhoda of the buggarah was at the helm, and saw the steamer *Iran* coming towards the Khôre at a distance of about 300 fathoms. The nakhoda and crew cried out to the steamer to keep away from the buggarah; she did not heed it, but kept on her course, and the channel being narrow, the nakhoda could not alter his course; at noon, when the *Hoseinee* was 40 fathoms from the steamer, she tried to take down her sails, but before she could do so, the *Iran* came into collision with her, striking her on the right bow, and cutting a hole into the buggarah: she immediately sank. The *Hoseinee* was carried by the *Iran* to a certain distance, where, after having got free of the steamer, she stranded on a sandbank. The *Iran* after the collision proceeded on her voyage. Assistance was rendered by another buggarah, and the *Hoseinee* was ultimately recovered and beached opposite to the Custom-house. Value of damage to *Hoseinee,* Rs. 400; cargo worth Rs. 440 was lost, and Rs. 1,500 damaged; the remainder was saved. No loss of life.

273. The British iron barque SEA QUEEN [of London, 873 tons register, official number 22087], from Madras to Chittagong, in ballast. On the 25th September the barque, under pilotage charge, was dropping up the Kornafuli river, and as she was slewing round, there not being enough room for the vessel to sheer in-shore, the helm being put over, the *Sea Queen* came into collision with the schooner *Akyab,* lying at anchor in 5½ fathoms of water at Doma khali (Chittagong coast); the *Sea Queen's* jibboom carrying away the schooner's peak halliard. No damage to *Sea Queen.* No cargo on board. No loss of life.

[A Departmental Committee of Inquiry was held at the Port Office, Chittagong, on the 4th October, to inquire into the cause which led to the collision between the barque *Sea Queen* and the schooner *Akyab.* The Committee, after having heard the evidence of the master and the second officer of the barque *Sea Queen,* and also of the pilot, were of opinion, on the following points: 1st, that the collision was caused by the barque *Sea Queen* not paying off before the wind as quickly as the pilot and master anticipated; 2nd, that the pilot should have anchored the barque before he came so near the schooner, and that it would have been better if he had taken entire charge himself; 3rd, that the master of the *Sea Queen* should not have suggested to the pilot to turn the vessel's head round and sail up, but should have anchored until the ebb made and the barque's head turned up; 4th, that there was a great difference between the master's evidence and the pilot's as to the distance from the schooner; and 5th, that if the pilot had taken entire charge himself the accident would not have occurred. The Committee considered that, as the damage done to the schooner *Akyab* was trifling and had been settled for Rs. 10, they suggested that the pilot should be cautioned to be more careful for the future, and if the master of any ship should again interfere, that the

pilot should give the master to understand that he had better take charge himself. The pilot was accordingly cautioned.]

The Port Officer of Chittagong concurred in the finding of the Departmental Committee of Inquiry that the collision would not have occurred had the pilot not been interfered with; as the collision was so slight, and the master of the *Sea Queen* had paid the amount of damage, *viz.*, Rs. 10, the Port Officer considered that no further steps were necessary.

The Commissioner of the Chittagong Division approved of the finding of the Deparmental Committee of Inquiry.

274. The British Indian schooner AKYAB [of Chittagong, 95 tons register, official number 15], from Narainganj to Chittagong, with a cargo of jute. On the 25th September the schooner *Akyab* was lying at anchor in the fairway channel off Doma khali, and the barque *Sea Queen* having gone too far over to the eastward whilst dropping up the Kornafuli river (Chittagong coast), fouled the schooner *Akyab*. The schooner's mainmast shifted aft, the hatchway and a small portion of the deck broken, and a piece of the taffrail on the port quarter carried away. Value of damage to *Akyab*, Rs. 10, which sum was paid by the master of the *Sea Queen* as compensation. No damage to cargo. No loss of life.

275. The British Indian muchwa YESHVANTY [of Ratnagiri, 5 tons register, official number 3059, age 24 years], from seaward to Bombay, with a cargo of fresh fish. At 1 P.M. on the 25th September, whilst entering the Rajiwada creek, the muchwa came into collision with another craft (name unknown) and foundered at the mouth of that creek (Bombay coast). The muchwa was afterwards recovered, having sustained damage to the value of Rs. 40. Cargo, worth Rs. 130, was lost. No loss of life. (The cause of the collision was not reported.)

276. The British Indian muchwa MOTI NAGIN [of Basseen, 3 tons register, official number 2673], from Naughar (Konkan) to Nagaum, with a cargo of grass. At 3 P.M. on the 27th September, owing to high seas and strong winds, water rushed into the muchwa on both sides and she foundered opposite Ghodbandar creek (Bombay coast). The muchwa was afterwards recovered with little or no damage. The cargo, valued at Rs. 160, was all lost. The crew, 4 men and 23 passengers; 3 lives lost.

277. The British wooden three-masted schooner VELOCITY [of Leith, 184 tons register, official number 51319], from Calcutta to Port Natal, with a cargo of rice and gunnies. On the 27th September the schooner in charge of a pilot was proceeding down the Hooghly river without steam; at 1-10 P.M. the pilot working down the Bellary channel with the wind at S.S.W., when tacking off the bank the wind suddenly shifted, keeping her full and driving her up the bank, and before the pilot could let go the anchor she grounded on the bank a little below the Bellary Tower; the Bellary Tower bearing N.E. by N., the Lower Eastern Bellary buoy S.S.W., and the Centre Eastern Bellary buoy E. by N. On the flood-tide making at 5 P.M. she floated off, having been ashore four hours. No damage to either schooner or cargo. No loss of life. (The casualty was quite accidental owing to an unexpected shift of wind, which could not have been foreseen by the pilot in charge.)

278. The British iron screw steamer WAROONGA [of Glasgow, 1,614 tons register, official number 86749], from Calcutta to London with a general cargo. The steamer called at Madras on the 29th September and left again on the same day for Colombo. On the next day, 30th, the steamer, when in latitude 7° N., longitude 82° E. (east coast of Ceylon) steering on a S.W. course, the weather fine with a heavy swell on sea, the engines suddenly increased in speed, and on examination of the propeller found one blade missing. She put into Aden, where she was fitted with new steel propeller blades, the original blades being cast-iron, one of which had three feet broken off and the other showed signs of weakness. No damage to hull or cargo. Value of damage to engines, about £50. No loss of life.

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279. The British iron screw steamer CLAN MACKINTOSH [of Glasgow, 2,000 tons register, official number 87690], from Glasgow to Calcutta, with a general cargo. On the 5th October the steamer was proceeding up the River Hooghly in charge of a pilot. She was heading up river for the *Waterloo* wreck buoy off Hooghly point, and whilst approaching it she was caught in an eddy and went more to starboard than was intended, necessitating starboarding the helm to clear it. Immediately after clearing the buoy the helm was ordered hard a-port, which was answered so tardily that she got over to the Muckraputti buoy and to westward of No. 1 Track, so that the pilot was compelled to keep the helm a-port. When the steamer pointed for Lower Nurpur mark, the pilot instantly starboarded hard again to recover her, but finding she would not, and was running for the bank, he stopped and reversed full speed, backing her off the bank. The pilot again endeavoured to straighten the steamer's head up channel, as he considered it dangerous to turn her head down where she was, as there were two steamers coming up the river close astern, the nearest being then in the vicinity of the *Waterloo* wreck buoy. The pilot attempting to do so, the steamer took the ground at 1-10 P.M., during the last quarter flood, on the flat off Hooghly point, just above the Tide gauge, and remained ashore 13 hours, when she floated off at 2 A.M. on the 6th October. No damage to the steamer or cargo. No loss of life. (The casualty was unavoidable.)

280. The British wooden barque OSPREY [of Calcutta, 269 tons register, official number 59764], from Narainganj to Chittagong, with a cargo of jute. On the 6th October the barque, in tow of the steamer *Electric,* was proceeding down the Megna river (Sunderbuns), when at 5-20 A.M. her bow took the ground owing to a light fog, and as the tide fell her stern dropped low into the water, in consequence of which the vessel leaked above copper sheathing, and with ordinary drainage of bilge water being all aft, the cargo, about 200 bales, got damaged. The barque floated off next tide at high water without having sustained any apparent damage. The *Osprey* was aground for six hours. Value of damage to cargo, about Rs. 5,000. No loss of life.

281. The British Indian ganja DOLUTTPASSA [of Bombay, 116 tons register, official number 10 of 1877], from Bombay to Cochin, with a general cargo. It appeared that the ganja arrived in Cochin harbour on the 6th October, and at high water was being piloted into a proper berth off the Custom House; at 3 P.M., whilst orders were given to lower sail and let go the anchor, the crew not carrying out the order quickly, her stern touched the ground very lightly in 10 feet of water in latitude 9° 58′ 0″ N., longitude 76° 15′ 30″ E. (Malabár coast), but was immediately warped off without having sustained any damage. No damage to cargo. No loss of life.

282. The British Indian wooden brig EMULOUS [of Chittagong, 286 tons register, official number 3], from Narainganj to Chittagong, with a cargo of jute. On the 6th October the brig in tow of the steamer *Electric* was proceeding down the Megna river, and when near Seeta khali (Sunderbuns), owing to a dense fog, she grounded at 5-30 A.M. The brig came off on the evening of the 13th with the assistance of the tug, after having been aground for 7 days. No damage to cargo. Value of damage to brig not known. No loss of life.

283. The British iron steamer ELECTRIC [of Calcutta, 210 tons register, official number 45632], was employed as a tug steamer on the Hooghly river. On the 6th October the tug, in charge of a pilot, was towing six brigs from Narainganj to Calcutta; the weather being foggy, she got under weigh at 5 A.M. the lead going both sides, the tug *Electric* grounded on a mud bank at Seeta khali in the Megna river (Sunderbuns). No damage to *Electric* or the brigs. No loss of life.

284. The British iron screw steamer CLAN MACKINTOSH [of Glasgow 2,000 tons register, official number 87690], from Glasgow to Calcutta, with a general cargo. On the 6th October the steamer in pilotage charge, whilst dropping down Hooghly bight, Hooghly river, grounded at 7-30 A.M. during the last of the ebb-tide, on the extension of the tail of the Hooghly sand; the pilot took a cast of the lead immediately before she grounded and obtained 9 fathoms. After being aground for 2½ hours she floated again at 10 A.M., as the tide rose, but sustained no apparent damage. No loss of cargo. No loss of life. (The casualty was unavoidable.)

[A Departmental Committee of Inquiry was held at the Port Office, Calcutta, on the 29th May 1884, to inquire into the cause which led to the grounding of the steamer *Clan Mackintosh,* which occurred on the 5th and 6th October at Hooghly point, and again on Hooghly sands, whilst under pilotage charge. The Committee, after having read the pilot's report of the casualty, and also after having taken into consideration all the evidence adduced in this case, were of opinion that the first accident would not have occurred had the steamer the use of her steam steering gear, and that the second grounding was caused by the extension of the Hooghly sand usual at the end of the freshets.]

I (the Port Officer) did not consider the pilot who was in charge of the vessel at the time of the occurrence was to blame. The inquiry was delayed owing to the absence of the *Clan Mackintosh* from the port.

The Lieutenant-Governor of Bengal accepted the finding of the Departmental Committee of Inquiry, and concurred with the opinion of the Port Officer that the pilot was not to blame.

285. The British Indian wooden pattimar GANGA SAGAR [of Thána, 288 tons register, official number 6149], from Cochin to Bombay, with a general cargo. On the 11th October the pattimar under pilotage charge and in tow of three boats was proceeding, with all sails set, out of Cochin harbour (Malabár coast); she was being kept between the buoys on the bar, which was the proper course with a good commanding breeze, but at 7-30 A.M. there was a heavy swell which caused her to pitch very much, and in doing so her fore foot struck whilst trying to cross the bar at high water. Immediately after the accident the pattimar's head was turned round with the aid of two boats, kedge and warp, and she was towed back into the harbour. No damage to the hull or cargo. No loss of life.

286. The British Indian wooden barque STRI RANGANAYAKOOLOO [of Vizagapatam, 401 tons register, official number not reported, age 34 years], from Cocanada to Maulmain, with 30 passengers and a cargo of sundries. On the 11th October the barque in pilotage charge was proceeding up the Salween or Maulmain river (Burma coast), and at 8 A.M. got under weigh from Halfway creek with a slight easterly breeze. At 1 P.M., the tide being half ebb, on arriving at Natmoo and nearly opposite the Middle red buoy in the Lady Clifford channel, the wind veered to the north, and the vessel immediately losing headway, the pilot clewed up sails and let go the anchor in 4 fathoms of water; the barque in swinging round her heel took the ground on the shoal above Natmoo. At 9 P.M. the same day she floated off during high water after having been aground for 8 hours. The pilot anchored her in a safe berth, and on the following day brought her up to town. No damage to the barque or cargo. No loss of life. (The casualty was unavoidable, inasmuch as a shift of wind necessitated the barque being anchored in a narrow part of the Lady Clifford channel.)

[No Court of Inquiry was held for the trial of the pilot for grounding the barque, as it was considered unnecessary to hold one. The Port Officer, Maulmain, reported that from inquiries duly instituted in this case, it was found that the statements contained in the report submitted by the pilot were correct, and therefore did not consider he was to blame for the accident.]

The Commissioner of the Tenasserim Division observed that as the Port Officer absolved the pilot from all blame, no further action need be taken in the matter of the grounding of the barque *Stri Ranganayakooloo*. The pilot accordingly was acquitted.

287. The British Indian craft SURVABAN [of Panvel, 9 tons register, official number 2945], from Belápur to Trombay, with a cargo of salt. The craft, on the 12th October, having been overladen, was not able to float properly, and owing to strong winds she shipped much water and foundered near the Trombay barge at 5 P.M., Bombay harbour. She was subsequently recovered with little or no damage. The cargo was all lost, value Rs. 635. The crew, 5 men, jumped into the water and boarded the Preventive barge.

288. The British iron screw steamer CITY OF EDINBURGH [of Glasgow, 2,092 tons register, official number 73866], from Calcutta to London, with a general cargo. On the 12th October the steamer in charge of a pilot was proceeding down the Hooghly river, and whilst crossing Moyapur between No. 5 and the Fairway marks, grounded at 8-30 A.M. on the sands near Moyapur. The steamer came off half an hour afterwards and proceeded without having sustained any apparent damage to either hull or cargo. No loss of life. (The casualty was unavoidable.)

289. The Native padow DAULAT PRASAD [of Jáfarabad (Káthiáwár), 53 tons register, official number 41, age 25 years], from Ponáni to Broach, with a cargo of cocoanuts. On the 16th October, about 12 P.M., the padow, when 40 miles to the west of Daman (Bombay coast), met with boisterous weather and heavy sea; she became unmanageable and shipped much water, owing to which a portion of the cargo was thrown overboard to lighten the padow. No damage to padow. Cargo worth Rs. 232 was lost, the remainder was saved. No loss of life.

290. The British iron screw steamer HELMSLEY [of West Hartlepool, 1,194 tons register, official number 86951], from Penarth to Bombay, with a cargo of coals. On the 15th October the steamer was proceeding down the Red sea, and at 9 P.M. she passed between High island and Abú Ail islands. On the following day at 6 A.M. she was steering S.E. by S. and when off Rás Dumeirah, about 30 miles S.W. of Mokha, in latitude 12° 56′ N., longitude 43° 05′ E., she stranded on a small sand patch of twice the ship's length. It was ebb-tide, the weather fine and clear, with light S.S.E. winds, and the sea smooth. The master jettisoned about 80 tons of coals, but unsuccessfully; she floated off next high tide after having been aground for 8 hours. After carefully sounding round the spot it was discovered that this dangerous shoal patch consisted of sand about 530 feet long, and had a depth of 18 feet on it at low-water spring tides. Value of damage to the steamer and cargo not reported. No loss of life. (The steamer grounded quite unexpectedly, so that no precaution could have been taken to avoid the casualty. The master attributed the stranding to strong spring tides.)

291. The British composite ship COUNTY OF LANCASTER [999 tons register, official number 63740], from Point de Galle to Chittagong, with 450 tons stone ballast. On the 17th October the ship in pilotage charge was proceeding up the Kornafuli river under topsails; at noon the pilot dropped anchor; in swinging to the flood-tide she slightly touched the mud with her heel on the northern bank off Kumar khali (Chittagong coast.) She was aground for half an hour. No damage to the hull. No cargo on board. No loss of life. (The casualty was caused by the carelessness of the pilot, but as no damage was done to the vessel the pilot was warned to be more careful in future.)

292. The British Indian craft LAXMIPRASAD [of Mahuva, 32 tons register, official number 235, age not known], from Cochin to Mahuva, with a cargo of oilcakes and teakwood planks. During heavy weather on the 18th October the craft, when near the Outer lightship, Bombay harbour, had her sails carried away.

Value of damage to craft, Rs. 50; cargo all lost, value Rs. 410. No loss of life.

293. The British Indian battalla DADALAI [of Surat, 45 tons register, official number 3616, age 38 years], from Goa to Broach, with a cargo of cocoanuts. On the 18th October, at 12 P.M., the battalla, when 30 miles to the west of Daman (Bombay coast), met with boisterous weather and heavy sea; she became unmanageable and shipped much water, owing to which a portion of the cargo was thrown overboard to lighten the battalla. No damage to battalla; cargo worth Rs. 268 was lost, and the remainder valued at Rs. 200 was saved. No loss of life.

294. The British iron barque BRITISH PRINCESS [of Liverpool, 1,480 tons register, official number 51435], from Calcutta to Falmouth, with a cargo of wheat. It appeared that she proceeded down the Hooghly river, in charge of a pilot, on the 21st September, and that after the pilot left the vessel at the Sandheads on the 23rd nothing of importance occurred until the 18th October. At 4-30 A.M. on that day, the barque, when to the eastward of the Little Bassas, in latitude 6° 20′ N., longitude 83° 23′ E. (Indian Ocean), came into collision with the ship *Cypromene;* the *British Princess's* bowsprit, jibboom, and figure-head were carried away, besides sustaining other minor damage. The barque repaired her damage on board, sufficiently so as to continue on her voyage. On the 19th ctober, at 10-30 A.M., the S. S. *Bangalore* passed the *British Princess* with jibboom and figure-head gone and the bowsprit sprung; she, however, made no signals. Value of damage to hull and cargo not reported. No loss of life. (The collision was caused by the carelessness of the masters of both vessels.)

295. The British iron ship CYPROMENE [of Liverpool, 1,834 tons register, official number 78821], from Calcutta to New York, with a general cargo. It appeared that the ship left the Sandheads on the 24th September and all went well until the 18th October. On that day, at 4-30 A.M., when to the eastward of the Little Bassas, in latitude 6° 20′ N., longitude 83° 23′ E. (Indian Ocean) she was fouled by the barque *British Princess.* On the following morning the S. S. *Bangalore,* from Bombay to Penang, spoke the *Cypromene* in latitude 5° 43′ N., longitude 83° 10′ E. steering south; she reported that the *Cypromene* had been in collision with the *British Princess*, and wished to be reported all well. The master of the *Bangalore* noticed a large hole in the *Cypromene's* poop about 6 feet up and down by 5 feet fore and aft, and saw a man standing in the cabin. The damage did not appear to go quite down to the spar deck; she had also lost the mizen top-gallantmast, and had one boat stove. The following damage was sustained by the *Cypromene*:—2 plates of half round burst on starboard side; two side plates of poop burst and smashed with iron moulding; three beams of poop deck and angle irons broken; one main deck beam and stringer plate started; one plate below main deck cracked; one plate under half round burst on starboard quarter, hole one foot in diameter; starboad main brace bumpkin broken, and three brace blocks lost; starboard side of mizen mast burst and angle iron broken 8 feet above poop deck; 26 feet of covering board (teak) on starboard side of poop started and split; 3 side lights of half round lost; fore part and all starboard side of poop rail carried away for a length of 72 feet; 3 mizen rigging, 3 topmast, topgallant, and royal backstay dead-eyes lost; bridge compass and stand broken; starboard life-boat smashed and gripes broken; starboard after davit broken and forward davit bent; 16 poop galvanized iron stanchions broken and bent; fittings and casing of apprentice house smashed, &c. Value of damage to the hull and cargo not reported. No loss of life.

296. The British Indian craft RATNAGIRI [of Bulsár, 16 tons register, official number 1765, age 28 years], from Bulsár to Mahuva, with a cargo of teak timber. During heavy weather on the 19th October the craft stranded on a rock in the Mahuva creek near Shambhu-kotha, in the Gulf of Cambay. She was after-

wards recovered. Value of damage to craft, Rs. 200. No loss of cargo. No loss of life.

297. The British Indian craft ROOPARELL [of Gogha, 13 tons register, official number 187, age 40 years], from Tárápur to Bhávnagar with a cargo of rice. During heavy weather on the 19th October the craft stranded on shore near Pagar hill, a little below Tárápur (Bombay coast). She was afterwards recovered with slight damage. Of the cargo Rs. 87 worth was lost. No loss of life.

298. The British iron screw steamer BYCULLA [of Glasgow, 1,093 tons register, official number 78617], from Calcutta to Puri, Point de Galle, and Colombo, with a cargo of rice. On the 20th October the steamer was proceeding down the Hooghly river in pilotage charge, and on turning in Garden reach at 10-45 A.M., the *Byculla,* which was just gathering sternway, slightly fouled the Outer mooring buoy which was lying astern of the S. S. *Sir John Lawrence* below the Centre College sand buoy. No damage to the steamer; damage to buoy, Rs. 281. No loss of cargo. No loss of life. (The casualty was unavoidable.)

299. The British iron steamer ELECTRIC [of Calcutta, 201 tons register, official number 45632], was employed as a steam-tug on the Hooghly river. On the 22nd October the tug, in charge of a pilot and in tow of four brigs, from Chittagong to Narainganj, was steaming 6 knots an hour; the weather was clear and the lead was kept going on both sides, when near the Lalan chur, in the Megna river (Sunderbuns), the steamer grounded at 8-20 A.M., in casting about to find the channel, which was without any marks and 8 feet wide, shifting in character. The steamer got off at 3 A.M. on the 30th October, after being aground for 9 days, and proceeded to her destination. The river being about five miles broad at that part, the brigs did not ground. The *Electric's* port paddle and wheel were damaged, value Rs. 300. No loss of life. (The casualty was caused by the shifting nature of the channel and to the want of buoyage.)

300. The British iron screw steamer SOMERSET [of Singapore, 654 tons register, official number 70584], from Singapore to London, with a general cargo. On the 25th October the steamer was steering on a W. by N. course, in order to pass the Eight Degrees Channel. The weather was fine and clear, with a westerly wind and the sea smooth; at 8 A.M., when in latitude 6° 40′ N., longitude 76° 0′ E. (Indian Ocean), it was discovered that ten boiler tubes were leaking. She put into Aden for repairs, after which she sailed on her voyage. Value of damage to engines not reported. No damage to the hull or cargo. No loss of life.

301. The British iron screw steamer MOZART [of London, 1,559 tons register, official number 85200], from Bombay to Hull, with a general cargo. It appeared that the steamer brought a cargo of coals to Aden from the United Kingdom, and discharged and left the port on the 9th October. She arrived at Bombay harbour on the 17th, and when being berthed in the Prince's Dock the anchor was hove up, but it coming up with the fluke across the stems, and the stock of the anchor projecting from the ship's bow, touched the wall breasting into the berth, which caused the anchor to turn, and the fluke dropping off the stem struck the bow and made a hole in it. This leak, which had formed under the water line, was not discovered until the steamer was being loaded for Hull. The master stated that on the night of the 25th October the steamer had almost finished loading, when it was found that she was leaking in the forepeak; a sail was got over the bows and the leak partially stopped. The Engineer Surveyor to the Port, together with Lloyd's Surveyors, proceeded on board the *Mozart,* lying berthed in Prince's Dock, on the next day, for the purpose of examining the leak which had existed in the forepart of the vessel considerably below the water's edge. The Surveyors reported that they examined that part of the hull thoroughly where the defect was situated, *viz.*, forward of the collision bulkhead, which was water-tight, and found that at 7 feet from the stem in the forepeak, and 10 feet from keel, the third plate from

garboard on the port side, and about 4 inches from the edge of the plate, a rent of 7 inches long and $\frac{7}{8}$ths of an inch wide in one place between two frames. It appeared that the rent had been filled up by wooden wedges, and a sail had been fixed under the fore foot, there being 3 feet of water in the hold at the time They were of opinion that this rent had been caused by the pea of the anchor striking the plate with much force at some time or other, and it was not known that the vessel was leaking until she was drawing her full draft of water. The Surveyors advised that the vessel be lightened sufficiently to allow of the plate being seen from outside, in order to have the same repaired. The cargo was partly discharged and the steamer was lightened to about 8 feet forward to effect repairs. On the 29th, the Surveyors again surveyed the defective plate in the *Mozart's* hull, and after carefully examining it, recommended that an over-all patch $17\frac{1}{4}'' \times 15\frac{3}{4}'' \times \frac{1}{2}''$ be properly fitted, riveted, and caulked over the rent. The steamer, after effecting the necessary repairs, left for Hull on the 2nd November. Value of damage to *Mozart,* Rs. 3,400; cargo not reported. No loss of life. (It was reported that the casualty could have been avoided had the Dock authorities not issued an order in contravention of the rules which required that when vessels were hauling into or out of dock, or removing from one part of the dock to another, the flukes of the anchor were to be above water.)

[A Departmental Committee of Inquiry was held on the 30th October at the Dock Master's office, Prince's dock, Bombay, to inquire into the circumstances which caused the S. S. *Mozart* to leak. The Committee, after a careful review of all the evidence adduced, were of opinion that the casualty was purely accidental, and that no blame could be attached to any one. It appeared that the S. S. *Mozart,* whilst berthing in Prince's dock on the night of the 17th October, the anchor being hove up in dock, it came up with the fluke across the stem, and the stock of the anchor projecting from the ship's bow, touched the wall when breasting into the berth; this caused the anchor to turn, and fluke dropping off the stem struck the bow and made a hole in it.]

302. The British iron screw steamer CITY OF KHIOS [of Glasgow, 2,121 tons register, official number 78632], from Calcutta to London, with a general cargo. On the 28th October the steamer, in charge of a pilot, was proceeding down the Hooghly river. At 9-30 A.M., the pilot, after slowing down, was waiting for the tide to rise, when the steamer's port bilge took the sands off Atchipur, a little above the Ulubaria creek, during the first quarter flood. She floated at 11-55 A.M. after having been aground for $2\frac{1}{2}$ hours. She then proceeded full speed and anchored at Fisherman's point in $7\frac{1}{2}$ fathoms of water. No damage to the steamer or cargo. No loss of life. (The casualty was unavoidable, due chiefly to the small water to be found in Moyapur reach at this time of the year.)

303. The British iron ship BAY OF NAPLES [of London, 1,625 tons register, official number 73585], from Singapore to Chittagong, in ballast. On the 28th October the ship, when off Preparis islands, with all sails set, was going about one knot and drifting with the current two knots per hour; at 2 A.M. she touched on the northern side of a reef or shoal situated S.W. $\frac{1}{2}$ S. (true) from the south end of Preparis island, distant four miles, Gulf of Martaban (Burma coast). The ship's draft was $14\frac{1}{4}$ feet (even keel), and the soundings at the time gave on either side of the vessel 4 and 7 fathoms; the sea was calm and perfectly pellucid, the bottom sand and rock. The vessel's way was never stopped for an instant, as the current carried her on over and off the shoal. Shortly afterwards the wind having sprung up the master squared the yards, re-set the sails, which had been clewed up on first touching, and she proceeded on her voyage. No damage to *Bay of Naples.* No loss of life. (The casualty was attributed to strong current and calm.)

304. The British iron screw steamer EMPRESS OF INDIA [formerly the *La Pampa* and *Coromandel,* of Calcutta, 1,391 tons register, official number

49345], from Bombay *vid* Colombo and Point de Galle to Calcutta, with a general cargo. On the forenoon of the 30th October, when outside Point de Galle harbour (Ceylon coast), the steamer met with an accident to her machinery, owing to the high-pressure piston having broken, caused by heavy weather. She put into Point de Galle under canvas and the port engine. The pilot reported that on the 31st October, when he boarded the steamer, it was blowing hard from the W.S.W., and the vessel was proceeding under canvas with the starboard engine disabled. On the 2nd November the steamer sailed on her voyage in the same manner, *i.e.*, under canvas and the port engine; in consequence of it having been found that her repairs could not be effected at Point de Galle, she proceeded to Calcutta. No damage to the steamer or cargo. Value of damage to engines, Rs. 750. No loss of life.

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305. The British iron ship SIERRA MADRONA [of Liverpool, 1,489 tons register, official number 74461], from Chittagong to Dundee, with a cargo of jute. On the 2nd November the ship was lying at anchor at No. 7 Swinging buoy off Moish khali, Kornafuli river (Chittagong coast); at midnight the brig *Futtehul Kurrim,* lying close by, having dragged her anchor in consequence of a strong current, her foreyard coming in contact with the ship, bent the *Sierra Madrona's* two forecastle and damaged the awning stanchions and forecastle awning. No cargo lost. No loss of life.

306. The British Indian brig FUTTEHUL KURRIM [of Chittagong, 81 tons register, no official number], from Narainganj to Chittagong, with a cargo of jute. On the 2nd November the brig proceeded up the Kornafuli river, and was anchored off Moish khali (Chittagong coast); at midnight she dragged her two anchors owing to the strong current, and fell foul of the brig *Mamga Thagar Vudi Voody Ammni,* which was lying alongside the ship *Sierra Madrona.* The *Futtehul Kurrim* afterwards came into collision with the ship *Sierra Madrona,* doing slight damage. No damage to brig *Futtehul Kurrim.* No loss of cargo. No loss of life.

307. The Cingalese wooden brig MAMGA THAGAR VUDI VOODY AMMNI [of Jaffna, 154 tons register, no official number], from Narainganj to Chittagong, with a cargo of jute. On the 2nd November, whilst the brig *Mamga Thagar Vudi Voody Ammni* was hanging on to the ship *Sierra Madrona,* which was anchored at No. 7 Swinging buoy off Moish khali, Kornafuli, river (Chittagong coast), to tranship the jute, the brig *Futtehul Kurrim* dragged her anchors in consequence of the strong current and fouled her. The *Futtehul Kurrim* afterwards came into collision with the ship *Sierra Madrona.* The brig *Mamga Thagar Vudi Voody Ammni* had her jibboom broken, value about Rs. 50. No loss of cargo. No loss of life.

308. The British Indian mahangiri RAMEDI [of Basseen, 18 tons register, official number 1988, age 19 years], from Bhiwndi to Kalyán, with a cargo of rice. On the 3rd November the mahangiri was coming down the Bhiwndi creek, Bombay harbour; at 3 A.M., whilst turning at the winding of the creek at Vádghur, she was driven on to a rock by the tide and sprung a leak. She was afterwards recovered with slight damage. No loss of cargo. No loss of life.

309. The British iron barque GANGES [of London, 1,443 tons register, official number 85154], from Demerara to Calcutta, with 572 emigrants and a cargo of salt. On the 7th November the pilot was getting the vessel under weigh in the Eastern Channel (Sandheads), in tow of the steam-tug *Cyclone;* at 3-30 A.M., during a strong ebb-tide, there being very little wind or swell at the time, the barque lost the port anchor in 7½ fathoms of water, it having parted at the ring; the Eastern Channel lightship bearing S.E. by S. and the Reef buoy N. W. by N.

½ N. No damage to the hull or cargo. The Agents reported that the lost anchor of the *Ganges* was not recovered, but she was supplied before leaving port with a new anchor at a cost of Rs. 570. No loss of life. (The casualty was unavoidable.)

310. The British composite ship COUNTY OF LANCASTER [of Glasgow, 999 tons register, official number 63740], from Chittagong to Dundee, with a cargo of jute. On the 9th November the ship was lying at anchor at No. 1 Mooring buoy in the Kornafuli river (Chittagong coast); at 2 P.M. the brig *Setaramswamy* in tow of the steam-tug *Albert,* after being let go, sheered alongside the ship *County of Lancaster,* thus breaking the latter's accommodation ladder. Value of damage to *County of Lancaster,* Rs. 80. No damage to the brig or the tug. No loss of cargo. No loss of life. (The collision was caused by the carelessness of the serang in charge of the brig.)

311. A British Indian boat, no name [of Dukhin Shabazpur, 6 tons register, no official number], from Dukhin Shabazpur to Chittagong, with a cargo of cocoanuts. At 4 P.M. on the 9th November, during rough weather, the boat stranded on a chur in the Kanai river, Sundeep channel (Sunderbuns); she was afterwards recovered with little or no damage. The cargo was slightly damaged. No loss of life.

312. The British wooden barque MARY FRY [of Greenock, 981 tons register, official number 37092], from Rangoon to Falmouth with a cargo of teak timber. It appeared that the barque left Rangoon on the 13th October; all went well until the 8th November, when during a very heavy S.W. squall, on the following day, the vessel had her foremast badly sprung and received other damage in latitude 2° N., longitude 92° E. (Indian Ocean). The barque also encountered a continuation of strong westerly gales between Port Natal and Cape Agulhas. Value of damage to the hull and cargo not reported. No loss of life.

313. The British iron screw steamer SHANNON [of Belfast, 2,162 tons register, official number 83934], from London to Sydney, with a general cargo. On the 14th November the steamer, when off Jebel Zukur (Red Sea), met with an accident to her machinery owing to the engines being disabled; cause not reported. She put into Aden harbour on the following day and left again at 1-30 A.M. on the 16th, after having been repaired, for Australia. No damage to steamer or cargo. Value of damage to engines not reported. No loss of life.

314. The British iron barque DEANFIELD [of Liverpool, 1,072 tons register, official number 78787], from London to Calcutta, with a cargo of sleepers. On the 16th November the barque was proceeding up the Hooghly river in pilotage charge and in tow of the steam-tug *Alexandra.* Whilst the barque was going round Fulta point, at the last quarter flood, the pilot tried to clear one out of the two large Native brigs—instead of running them down and sinking them—at anchor off the point, blocking up the channel between Fulta point and the Nun buoy. Off Fulta sand, the ship took a broad sheer into the bank, and not recovering herself in time, grazed the bank and parted her hawser. She remained there for an hour, when she was towed off by the stern through the aid rendered by the tug *Alexandra.* No damage to the barque or cargo. No loss of life. (It was reported that Native crafts, in charge of licensed Native pilots, at this time of the year make it a practice of anchoring right off Fulta point, as they proceed up with a strong flood-tide; but as soon as they are off the point, get the ebb and let go their anchors right in the middle of the channel, thus causing much inconvenience and risk not only to themselves but to passing vessels.)

315. The British iron screw steamer HESPERIA [of Barrow, 1,982 tons register, official number 83980], from Calcutta to London, with a general cargo. On the 16th November the assistant harbour master hauled the steamer out of No. 4 jetty moorings at 6-30 A.M.; the tide being half ebb, she came into collision with the S. S. *Baghdad,* lying in the stream at No. 22 Swinging buoy,

Hooghly river. The assistant harbour master steamed out slow with the *Hesperia*, and before her stern was well clear of the buoy the engines were ordered astern full speed, but the tide caught the vessel on the starboard bow, and, although the port anchor was let go, the *Hesperia* ranged alongside the *Baghdad*, smashing the latter's fore accommodation ladder and doing other slight damage. No damage to the *Hesperia*. No cargo lost. No loss of life. (The casualty was unavoidable.)

316. The British iron screw steamer BAGHDAD [of Glasgow, 809 tons register, official number 65600], from Calcutta to Rangoon, Maulmain, and Straits, with a general cargo. On the 16th November the steamer, whilst receiving the English portion of her mails, was still shackled on to No. 22 Swinging buoy in the stream, Hooghly river, when the S. S. *Hesperia* steamed out at 6-30 A.M. from No. 4 jetty moorings, and in so doing fouled the *Baghdad* on her starboard side. The *Baghdad* had 13 feet of her upper moulding abreast the fore-hatch broken, the fore gangway ladder broken to pieces, and all the iron-work connected with it; all the side light screen and bracket carried away, the lead platform broken off, and all iron work connected with it, and two bridge rail stanchions and rail bent. Value of damage to the *Baghdad* not reported. No loss of cargo. No loss of life. (The casualty was unavoidable.)

317. The British Indian craft FATESALÁMAT [of Surat, 17 tons register, official number 3565, age not known], from Bhávnagar to Surat, with a cargo of cotton. On the 16th November, whilst the craft was proceeding out of Bhávnagar creek, she ran aground near the dock (Gulf of Cambay), owing to the strong current, but got off again. Value of damage to craft Rs. 30; cargo Rs. 89. No loss of life.

318. The British Indian padow RUPAREL [of Bulsár, 27 tons register, official number 1099, age 26 years], from Mátvad (Gujarát) to Bombay, with a cargo of firewood. On the 17th November the padow was anchored near the Navsári creek off the village of Masád (Gulf of Cambay); but at 3 A.M. the spring tides coming into the creek with violent force, she was suddenly capsized. She was afterwards recovered, but all her appurtenances were lost. Value of damage to padow, Rs. 433; cargo worth Rs. 250 was lost, and the remainder valued at Rs. 50 was saved. The crew were saved by swimming to another craft that was near by.

319. The British Indian padow RAMPRASAD [of Surat, 34 tons register, official number 3018, age 24 years], from Matvád to Bombay, with a cargo of firewood. On the 17th November the padow was anchored in the Púrna river, and at 3 A.M., the spring tides coming in with much force, she suddenly capsized off Masád in the Gulf of Cambay, but was afterwards recovered. Value of damage to padow, Rs. 500; cargo Rs. 75. The crew, 9 men and 3 passengers; one life lost, the remainder swam ashore.

320. The British iron screw steamer AMARAPOORA [of Glasgow, 1,618 tons register, official number 71667], from Rangoon to Port Said, with a general cargo. At 5 P.M. on the 18th November, when in latitude 10° 28′ N., longitude 64° 15′ E. (Arabian Sea), the steamer met with an accident to her machinery by the upper part of the high-pressed cylinder being carried away. The weather was fine and clear; the sea smooth, with a four-knot N.E. breeze. She put into Aden for repairs. No damage to the steamer or cargo. Value of damage to engines not reported. No loss of life. (The cause of the casualty was not reported.)

321. The British iron ship DALSWINTON [of Glasgow, 1,012 tons register, official number 50356], from Calcutta to Valparaiso, with a cargo of gunny bags. It appeared that on the 26th November smoke was observed issuing in dense volumes from the after-hatch of the 'tween decks. The scuttle-hatch had been left open for the past three days, and a sail locker, which was close to the scene of the fire, had been visited daily by the crew. On the fire being discovered by

the men at 5-30 A.M. in the sail locker, abaft the main-hatch, on board the ship *Dalswinton,* lying in No. 3 Hastings' moorings, 4th berth, Hooghly river, an alarm was given. At 7 A.M. the fire-engine *Hooghly,* with the Officiating Deputy Harbour Master in charge, and a number of boats were promptly in attendance, rendering all the assistance they could in subduing the fire. On observing dense smoke arising from 'tween decks, necessary precautions were at once adopted by closing up all ventilation; unmoored the vsssel, hauled her out in the stream and placed at the North Swinging moorings at Kidderpur. Steam was applied from the boiler of the fire-engine *Hooghly* to the seat of fire, which to a great extent succeeded in smothering and keeping it from spreading. The topgallant yards and masts were sent on deck, and every preparation was made to beach her in case it was found necessary to fill her with water if all other means failed to extinguish it. Steam was poured into the hold of the vessel for five hours, when, at noon, to all appearance, it was believed that the fire had been put out; but whilst orders were given to open the hatches for the purpose of letting the steam escape, the flames again burst forth. The locality of the fire was then clearly seen, and the hoses were laid on to play directly on it, when it was finally extinguished by 12-30 P.M. The burnt sails, ropes, gunny bags, &c., were hauled on deck, and the sail locker swept clean; after which the ship was replaced in her moorings on the following day. On the 27th and 29th November, Surveyors boarded the ship *Dalswinton,* lying at No. 3 Hastings moorings, in order to make a survey of the damage caused by a fire which broke out in her after-hold. After a careful examination the Surveyors recommended that the bulkhead dividing the lockers from the apprentices' portion of the house, and also all the shelves and lockers of the paint and lamp rooms, the casing round the scuttle-hatch, the three doors and panels and mouldings of the after end and part of the sides of the house to be taken down, repaired or renewed, as might be found necessary, and put in the same good condition as before. The locks and hinges of the doors must also be repaired or renewed as required, the deck on top repaired and caulked. The paint where blistered and blackened must be cleaned or removed, and the whole house inside and outside repainted as before. A wooden ladder leading to the 'tween decks from the scuttle-hatch destroyed by the fire must be replaced with a new one. Two lengths of upper deck planking, on the port side of the deck-house, cut to get access to the fire, to be taken out to the original butts and replaced with sound planks bolted to the beams and caulked as before. The whole of the decks in midships from the third plank from the stringer plate on each side (about 50 strake of planking) must be taken out to their original butts, and renewed with either pine or sound teakwood planks, fastened to the beams with screw bolts and nuts as before, and properly caulked. As the greater number of the damaged planks extend to the iron bulkhead at the fore part of the raised quarter deck, the whole of the new deck, if of teakwood, should extend to the bulkhead. The forward length of the damaged planks in midships run under the deck-house. The deck-house might, therefore, have to be lifted, or the combings of the after end taken up. The entire upper deck from the foremast aft to the quarter deck must be thoroughly caulked. The combings of the after-hatch should be scraped bright for further examination, and the booby-hatch revarnished and painted as before. The 'tween decks were burnt through in two places in midships, about six feet forward of the after-hatchway, and nine planks destroyed. The damaged planks must be removed from the forward combing of the after-hatch to the iron bulkhead at the fore end of the after-hold. One plank on the port side extending abaft the combing at the side of the hatchway to be taken out to the original butt. A new wooden bulkhead across the deck, forming a sail locker, was entirely destroyed by the fire. This bulkhead with cant pieces and top listings must be renewed as before. The two upper sparring battens of the

'tween decks on the port side burned, charred, and split by the heat of the fire, and the paint on the other battens, on both sides, blistered and blackened by the heat and smoke, to be replaced with two new battens extending from bulkhead to bulkhead; all the side sparring battens on both sides between decks to be taken down in order to get the side plates and angles cleaned and painted, and again put and fastened as before and repainted. Ten sweat-boards on each side, charred and damaged by the fire and heat, to be taken asunder, rejointed, repaired or renewed, as might be found necessary. The wooden casing of the compartment pump charred and injured, to be taken down for examination of the pump, and the damaged pieces renewed. The paint on the iron bulkhead and on the plates and angles of the sides, also the stringers and beams blistered and blackened by the smoke and heat of the fire, to be scaled off where blistered, and the plates and angles cleaned and painted with two coats of good paint. Three after-hatches burned and broken to be replaced with new ones. The combings of the after-hatch on the 'tween decks damaged to be renewed. One midship skid for spars and the stanchions burned to be renewed. Three pieces gratings (teakwood) burned to be renewed. Sails burned and damaged, to be replaced and repaired, if possible, when dry. Running gear burned and destroyed to be replaced. Ropes, &c., burned and damaged in the store room, to be replaced. Blocks damaged by fire and destroyed to be replaced, gear damaged whilst sending down masts to be replaced. Lights damaged to be repaired, and sundries damaged or burned to be replaced. Value of damage to *Dalswinton's* hull, sails and stores, Rs. 7,500; cargo burned and damaged, value Rs. 12,000. No loss of life. (The origin of the fire was not known, neither was any Court of Inquiry held in the case.)

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322. The British iron steamer CYCLONE [of Calcutta, 157 tons register, official number 53380, age 18 years], was employed as a tug steamer on the River Hooghly. On the 1st December, at 5-50 A.M., the *Cyclone,* whilst turning round off Esplanade moorings, Hooghly river, to proceed down to Garden reach in order to tow the ship *Oaklands* to sea, came into collision with the steam-tug *Columbus* lying at anchor. No damage to the *Cyclone.* No loss of life. (No Court of Inquiry was held in the matter, but it was reported that the collision was caused by the carelessness of the master of the steam-tug *Cyclone.*)

323. The British iron steamer COLUMBUS [of Calcutta, 97 tons register official number 45431, age 30 years], was employed as a tug steamer on the Hooghly river. On the 1st December the tug *Columbus* was moored at No. 4 swinging buoy off Fort point, Hooghly river, and the tug *Cyclone,* when turning round at 5-50 A.M., to proceed down the river, backed into the *Columbus,* carrying away the latter's starboard forehead sponson house and bulwarks, and damaging the spring beam. Estimated value Rs. 1,500. No loss of life. (The collision was caused by the carelessness of the master of the steam-tug *Cyclone.*)

324. The British iron ship KENTMERE [of London, 2,456 tons register, official number 87141], from Liverpool to Calcutta, with a cargo of salt. On the 2nd December the ship, in pilotage charge and in tow of the steam-tug *Defiance,* was proceeding up the Hooghly river; at 1-10 P.M., whilst in the act of turning round at Fisherman's point in the eddies, the starboard hawser not being slacked away quick enough on board the steamer, the stern of the *Defiance* took the *Kentmere's* side just abaft the main rigging, bending in the latter's topgallant bulwark, rail, and main rail. Value of damage to *Kentmere,* Rs. 550. No loss of cargo. No loss of life.

325. The British iron steamer DEFIANCE [of Calcutta, 222 tons register, official number 41003], was employed as a steam-tug on the Hooghly river.

On the 2nd December the tug *Defiance* was towing the ship *Kentmere*, and whilst turning in eddies at Fisherman's point at 1-10 P.M., her stern came into collision with the *Kentmere's* starboard side; the tug immediately recovered herself and proceeded up the river in tow of the ship. The steamer's stern was slightly dented in and rails split. Value of damage to the *Kentmere* Rs. 50. No loss of life.

326. The British iron screw steamer EMPRESS OF INDIA [formerly the *La Pampa* and *Coromandel* of Calcutta, 1,391 tons register, official number 49345], from Calcutta to Bombay, *viâ* Burman coast ports, with a general cargo. On the morning of the 5th December the steamer, in charge of an assistant harbour master, whilst dropping down the Hooghly river from Esplanade moorings to Garden reach moorings, the starboard engine was stopped and the port engine going astern full speed, the assistant harbour master gave orders to stop the port engine and go ahead, but owing to some disarrangement with the port telegraph the engine continued going full speed astern for some time; the starboard engine was put full speed ahead immediately, and some little time elapsed before word could be passed to the engine-room to stop the port engine and go ahead, which gave the vessel such sternway as to back her over to the northern bank, her stern taking the ground in 18 feet on the Lower spit of the Bishop's College sand. Both anchors were at once let go, but failed to spring her off. The steamer swung head down the river and remained till 2 P.M., when the flood-tide floated her off with the assistance of an anchor ahead. The *Empress of India* was aground for five hours. No damage to the steamer or cargo. No loss of life. (The casualty was caused by the telegraph getting out of order.)

327. The British composite brig COLLEROON [of Calcutta, 361 tons register, belonging to the Indian Government], was employed on Pilot duties at the Sandheads. On the 5th December, whilst the brig was riding at anchor in the Eastern Channel (Sandheads), in 9 fathoms of water, with her sheet anchor and 90 fathoms of starboard chain out, she parted her cable at 60 fathoms during a northerly gale; the Eastern Channel lightship bearing S.E. by S. distant $3\frac{1}{2}$ miles. No damage to the *Colleroon*. Value of anchor and chain lost, Rs. 1,028. No loss of life.

328 The British iron screw steamer NIAGARA [of Liverpool, 2,044 tons register, official number 87819], from Colombo to Rangoon, in ballast. On the 12th December the steamer arrived off the Pilots' station, entrance to the Rangoon river, Gulf of Martaban (Burma coast); at 10-30 A.M. the weather was fine and calm, the sea smooth, and it being flood-tide, the master let go the anchor from bridle; the ring of the anchor was carried away, leaving the chain and shackle intact; the master immediately dropped another anchor. No damage to steamer. Value of anchor lost, about £40. No loss of life. (The casualty was accidental, and it was reported that the anchor ring had been defective.)

329. The German wooden barque JOHANN CARL [of Elsfleth, 519 tons register, official number not reported], from Cheribon (Java) to Bandar 'Abbas and Bushire, with a cargo of sugar. It appeared that the barque proceeded from Cheribon on the evening of the 2nd November, and on the 4th called at Batavia in order to take on board fresh water, but left again on the 6th. After leaving Batavia she met with bad weather with a nasty cross sea, causing the vessel to pitch and labour excessively, but on her shipping much water on deck continually, sail was reduced accordingly; the master, on finding that she was making a little more water than usual, ordered the pumps to be worked. The weather after this was mostly fine with moderate winds, and nothing of importance occurred until the 13th December. On that day, whilst sailing up the Bombay coast, she experienced a heavy swell from the northward, which caused her to pitch considerably, when sail was carried as required. At noon of the following day the barque, when to the S.E. of the Adas Bank, in

latitude 13° 56′ N., longitude 73° 06′ E. (Bombay coast), began making water excessively, the crew carefully sucked the pumps out dry, but when she pitched heavily the water in the well increased. On the 20th it was found that she was making 2 inches of water per hour, the pumps were constantly attended to, but as the leak kept on gradually increasing in fine weather the master, after a consultation with the officers and crew, resolved, in the interests of all concerned in the ship and cargo, as well as of the safety of the lives on board, to bear up for Bombay as being the nearest port. The master accordingly shaped a course for Bombay, the barque in the meantime having made 3 inches of water per hour; at 11 P.M. on that day the Outer lightship was sighted, and the next day she was taken into Bombay harbour by a pilot and anchored. On the 22nd the Surveyors boarded the barque *Johann Carl* lying in Bombay harbour, in order to hold a survey on the hull of the vessel. They reported that the barque was laden with a cargo of sugar from Java bound to Bandar 'Abbas and Bushire, and she having sprung a leak at sea, which had gradually increased to 3 inches of water per hour, the master consequently determined to put into Bombay for survey and repairs. The Surveyors carefully sounded the well, and at the end of an hour's time sounded it again, and found the vessel, in perfectly smooth water, making fully 1½ inches of water per hour. They recommended the cargo to be discharged and the vessel docked in order to ascertain the leak. The barque was taken into Prince's dock by the aid of a tug steamer, and after discharging all the cargo into E shed she was towed to the Patent slip for repairs on the 30th. On the slip the *Johann Carl* was thoroughly examined by Surveyors, and when the metal sheathing was stripped off the leak was discovered at the fore foot. Two new lengths of garboard streak were put in and the lower piece of the stem renewed; she was re-sheathed with patent metal over felt, the bottom having been thoroughly horsed and caulked. On the 14th January 1884 the Surveyors examined the hatches of the vessel, and found them well covered with tarpaulins, caulked and battened. The cargo was perfectly dry and in first rate order in the hatchways and during the course of discharging, the holds being very well dunnaged and matted. They also inspected the dunnage before the cargo was taken on board again, and found it sufficient, the hold being dunnaged fore and aft and matted; all the cargo was received on board again the following day in perfect order and sound condition. On the 16th she left the Prince's dock, anchored in the stream and proceeded to sea as the tide served. Value of damage to the barque, Rs. 19,850; cargo, Rs. 3,150. No loss of life.

330. The French composite barque FRANKLIN [of Bordeaux, 553 tons register, official number not reported, age 16 years], from Chittagong to Guadaloupe, with a cargo of rice. On the 15th December the barque was lying at anchor opposite Messrs. Bullock Brothers' rice-mills, in the Kornafuli river (Chittagong coast). At 9-30 A.M., when the barque was turning with the tide at low water, she dragged her anchor somewhat and touched very slightly by the stern the north bank of the river. The master took immediate steps to float her, and with the aid of the Port Officer, who was on board as soon as the vessel touched, succeeded in getting her off at once. No damage to the barque or cargo. No loss of life. (The casualty was unavoidable.)

331. The British iron screw steamer CHANDA [of Glasgow, 1,305 tons register, official number 76759], from Calcutta to Rangoon, Maulmain, and Straits, with a general cargo. At 11-20 A.M., on the 15th December, the steamer, whilst in pilotage charge, was proceeding down the Hooghly river, and when midway between Hog river and Fisherman's point, she came into collision with a Native boat, which sank from the effects of the blow. At the time of collision the pilot had just steadied the helm after clearing a Native boat, and was not aware that

any others were near the steamer then, though both the third officer of the steamer and the leadsman were on the opposite side of the bridge, and consequently did not report to the pilot, because they considered that the boat would have gone clear. After the accident the steamer's boat was lowered as soon as practicable, and all the crew were picked up and landed on shore a little above Hog river point, in order to prevent the detention of the mails. No damage to the steamer or cargo. No loss of life. (The casualty was unavoidable.)

332. The British iron screw steamer BAGHDAD [of Glasgow, 809 tons register, official number 65600], from Singapore and Maulmain to Rangoon, with a general cargo. On the 18th December the steamer in charge of a pilot was proceeding up the Rangoon river (Burma coast); at 7-15 P.M., whilst the pilot was bringing the steamer to anchor during flood-tide a little to the S.W. of the wreck buoy off Daneedau, the chain parted at 45 fathoms, carrying with it the anchor. No damage to the hull or cargo. Value of anchor and chain lost was estimated to be about Rs. 1,200. No loss of life. (The casualty was accidental; a bad place in chain broke whilst snubbing the steamer round.)

333. The British Indian gulbut DHULAP [of Thána, 18 tons register, official number 6165], from Thána to Bombay, with a cargo of grass. On the 20th December, when at the mouth of the Bhándúp creek (Bombay harbour), she met with stress of weather; the rafters put across the gulbut, on which the grass bundles were piled up, broke down; the bundles being unfastened, the shock caused the gulbut to ship in water by the sides; she listed on one side and the cargo fell overboard, and was washed away. She was subsequently righted and taken into Thána. No loss to gulbut. Cargo all lost, value Rs. 104. No loss of life.

334. The British iron screw steamer GOVINO [of Sunderland, 1,454 tons register, official number 85019], from London to Bombay, with a general cargo. It appeared that all went well during the voyage until the morning of the 26th December. At about 2-15 P.M. in the afternoon of the 25th December, the steamer *Govino*, proceeding through the Red Sea, passed Abú Ail at the distance of two miles, bearing E. by N. The log—Walker's patent taffrail log—was then reset. The course afterwards steered was S. by E. magnetic. The master stated that that course was steered so as to pass two miles to the westward of Perim island. The *Govino* was steered by the pole compass, and the master stated that he tested the compasses daily at noon by the Palinurus, and that, as far as he observed, there was no deviation at all in the compass. The variation in the course he was steering was three degrees to the westward. There was a brisk breeze from S.E., with a smooth sea, but no sails were set. The steamer was going from 8¾ to 9 knots an hour. The master stated that at 11 o'clock on the night of the 25th December he sighted the Perim island light, which bore S.S.E., and he laid down that bearing at the time on his chart. By the directions in his chart and Lawrie's light-book and Findlay's Directory, he considered it was visible at 22 miles, and he thought he was about that distance from the light. The second officer stated that he saw the light at the same time, and that it bore S.S.E. By the master's orders he went to the log, which he found registered 70 to 71 miles. He set the log afresh, and reported to the master what he found it had registered. It was a dark but clear night, and the master stated that he verified his position by taking bearings of the light every quarter of an hour, or twenty minutes afterwards, and also by the distances he had run. He did not find the bearings of the light alter to any great extent, the difference being half a point eastward. The second officer, before he was relieved, took a bearing of the light just about 12 o'clock, and it had barely shifted anything at all. At midnight the first and third officers relieved the second officer on watch and received from him the course S. by E.; the master was then on the bridge.

There was a look-out man on the bridge forward, and one man was at the wheel on the bridge; the steamer was being steered by hand gear. At about 12-30 P.M. the master was watching the light and the compass, and taking bearings all the time. He did not recollect the bearings, but stated that they did not show him that he was out of his assumed course and distance. The first officer stated that he noticed the Perim island light when he first went on watch. It then bore S.E. by S. $\frac{3}{4}$ S. by the pole compass. He did not see land at that time, but saw land at 1 o'clock ahead and on the starboard bow, which appeared to him to have been about five miles distant. He reported it to the master, who ordered the helm to be put hard a-starboard. At 1 o'clock A.M. the master stated that the light at Perim island bore S. E. by S. $\frac{1}{2}$ S., and thinking he was about four miles from the land which was reported to him, and which he sighted on the starboard bow, he altered the course to hard a-starboard, with the intention of passing through the Small Straits. Shortly afterwards, and whilst the steamer was on the starboard helm, she took the ground on the sands off the Northern side of Perim island, the lighthouse bearing S.E. by S. $\frac{1}{2}$ S., Straits of Báb-el-Mandeb (Red Sea). The master then ordered the engines to full spead astern, with the helm still to starboard. The engines were reversed and the steamer in a little while began to move, and at 3 A.M. was quite afloat and going astern. In the meantime all the square sails were set to assist in getting the vessel off the ground. Whilst the steamer was under sternway, some of the men who were aft trimming the yards reported a rock close astern. An order was then given to the engine-room to go full speed ahead. The engines were put full speed ahead, but whilst the vessel was still under sternway, she struck with some violence on a sunken wreck. After being aground for an hour, the steamer was got clear of the wreck and taken into deep water, where she remained till daylight, when it was found that the rudder and stern post had gone from about the 16-feet mark down. Both midships and after steering gear were carried away. As no other damage was noticed, and the steamer appeared to have been tight, staunch, and strong in every way, the master thought it prudent to go on to Bombay without calling at Aden. She was now steered by means of the after-winch, and arrived safely in Bombay harbour on the 5th January. All the orders given to the engine-room were carried out promptly, and the master took no soundings prior to the accident. He estimated the current was against him, but he did not allow anything for the current. He did not expect to see land on the starboard bow but on the port bow, and when he sighted land on the starboard bow, he also at the same time saw a little land on the port bow. On the 11th January Surveyors boarded the steamer, which was lying in Prince's dock, in order to hold a survey on the hull to ascertain the amount of damage, if any, she had received by her grounding on Perim island. The Surveyors reported that they had examined the hull aft outside as far as was practicable, and found that the rudder post was broken short off at the 15-feet mark, and that the rudder was also smashed and broken short off at 14½ feet. This was all that could be found; and that when put in dry dock the *Govino* should be further examined. The master was accordingly instructed, on the cargo being removed, to have the vessel placed in dry dock for the purpose of thoroughly examining the hull. On the 18th January the Surveyors proceeded on board the *Govino*, lying in the British India Steam Navigation Company's dry dock, and reported that after a careful examination of the hull they found that the rudder post was broken short off, also the rudder for a length of 14 feet, the post at top being 5″ by 13″ and at the keel in wake of the aperture 9⅛″ by 5⅝″; the propeller and stern post were intact, but they were of opinion that the rudder and post must have been struck above the keel. They next examined the hull on both sides, and found at the second plate from garboard on the port side at a distance of about 60 feet from

stern post aft, two slight indentations between two frames, several butts slightly leaking, and rivets to the number of 50 leaking at fore, midships, and aft parts in places. From the plates at the third and fourth on port side from garboard strake the paint had been rubbed off and the plates were rather rusty, as if the steamer had skimmed along the edge of a sandbank, as a small quantity of black sand was found still adhering to this part; the plates at the starboard at the twin of the bilge was scratched in places at the bow and amidships, and with these exceptions the hull of the *Govino* appeared in very good order. Value of damage to *Govino*, Rs. 17,000. No cargo damaged. No loss of life. (The master attributed the accident to one of three things: (1) that the light at Perim island was not visible at the distance stated in the books and charts; (2) that there was something in the atmosphere that night which prevented the light at Perim island being seen so far; or (3) that his log must have been wrong.)

[A Marine Court of Inquiry was held at Bombay, in the Chief Presidency Magistrate's Court, on the 23rd, 24th, 26th, 28th, and 29th January, under the provisions of section 7 of the Indian Merchant Shipping Act V of 1883, to investigate the circumstances attending the grounding of the S.S. *Govino* on Perim island. The Court charged the master with incompetence and negligence in the navigation of the steamer *Govino, viz.*, that he, on the 25th and 26th December, whilst master of the S.S. *Govino*, and approaching the island of Perim, showed incompetency in the discharge of his duties as such master and acted wrongfully, and made default by placing too great a reliance on his log, and in not verifying his position from time to time by the various bearings of the Perim island light and by the distances run, and in not at once stopping when he sighted land broad on his starboard bow, and taking steps to find out his position before proceeding on. The Court recorded that it had to adjourn the inquiry for a day when, under section 13 of Act V of 1883, it determined to appoint as its assessors, for the purpose of this investigation, two gentlemen having experience in the merchant service. The Court recorded that the S.S. *Govino* passed Abú Ail at 2-15 P.M. in the afternoon of the 25th December, distant two miles, bearing E. by N. The master then laid down a course S. by E. to pass Perim island to the westward at two miles. At about 11 o'clock that night Perim island light was sighted, bearing S.S.E. It being a clear night he estimated his distance from it to have been 22 miles. There appeared to have been some slight difference in his assumed position and the position the light placed him in. The log showed that he had run about 71 miles since passing Abú Ail, and it was reset. He continued on his S. by E. course, carefully watching the bearings of the light and verifying his positions by these bearings and his distances until 1 o'clock A.M. on the 26th December, when land was suddenly seen ahead and on the starboard bow. The master and the first officer considered the land was 4 or 5 miles off, and the master believing the land to have been at that distance, starboarded his helm with the intention of passing through the Small Straits. At the time he did so the land, instead of being 4 or 5 miles off, was close to, and the steamer went ashore. One of the members of the Court and the two additional nautical assessors appointed by the Court were all of opinion that the master, after having placed his position on the chart at 11 o'clock that night, was justified, it being a clear night, in having judged his distance to have been 22 miles from the Perim island light; that the course he then laid down S. by E. was a safe and proper one; that the verifying his position from time to time afterwards by the bearings of the light and the distances was not to be depended upon; that he committed an error of judgment in believing himself to have been 4 or 5 miles off the land when he was close on it, and when he put his helm to starboard; that he was imprudent in having placed too much reliance on the distance run after the Perim island light was made, and that the steamer

had been set to the south and eastward by a strong current. The other members of the Court were of opinion that the master, on the course S. by E. laid down by him on passing Abú Ail, would have passed considerably more to the westward of Perim island than two miles, and that at 11 P.M., supposing his vessel was then steering her magnetic course of S. by E., and the light being reported as bearing S.S.E., he assumed he was 22 miles, the patent log showing the distance run from Abú Ail to have been about 70 miles. This distance, allowing a mile or two for error, would have put the steamer about 22 miles off the light as he supposed, but on a S.S.E. bearing. This distance on his assumed course would have given him on a S.E. bearing a difference of two points, which should have showed him that he was considerably to the eastward of his assumed position, approximately ·8 or ·9 miles. That independent of these reported bearings of the light, checked by the distances run, should have showed him that he was not altering the angles of the bearings so rapidly as he should have done on his assumed course. That on suddenly sighting the land ahead and on his starboard bow, he must have been quite uncertain as to his whereabouts, and the only prudent course for him to have taken was at once to have stopped his vessel and taken means by soundings or otherwise to find out his position. That as regards the navigation of his vessel, the master was over-confident in having assumed that his distance and bearing from the Perim island light at 11 P.M. were correct. That had he from time to time taken careful bearings and checked them, he must have found that he was not on his assumed course, but much out of it. That he committed an error of judgment in having continued full speed when the land was suddenly reported ahead and on the starboard bow, and that he should at once have stopped and endeavoured to find out his position before he attempted to go on. The Court observed that from the evidence the damage to the rudder and stern post was caused by the *Govino* coming into collision with some sunken wreck after she had got off the ground. The Court, after taking into consideration the opinions of the additional nautical assessors appointed by it, and the diversity of opinion of its members, and also taking into consideration that the master of the *Govino* was on his vessel's bridge from 8 P.M. on the 25th up to the time she struck, at about 1-10 A.M. on the 26th, and showed no want of diligence in any way in looking after the safety of his steamer, however much he might have erred in judgment or acted imprudently, were of opinion that it could not exonerate him from all blame; and, though the Court considered it was a case in which it would not be justified in suspending his certificate, still it thought he was deserving of censure. The master was accordingly censured.]

335. The British iron screw steamer PURULIA [of Glasgow, 993 tons register, official number 78644], from Calcutta to Rangoon Maulmain and Straits, with a general cargo. On the 29th December the steamer was proceeding down the Hooghly river in pilotage charge, and it being the last of the flood-tide, the pilot was endeavouring to keep in slack tide in-shore, when at 12-45 P.M. she slightly touched with her port bilge the flat below Hospital point, about halfway between the point and the Diamond harbour Custom-house. The steamer gave a slight roll to starboard and came off immediately without stopping or losing her steerage way. No damage to the steamer or cargo. No loss of life. (The casualty was accidental.)

336. The British Indian muchwa RUPAREL [of Surat, 9 tons register, official number 1689], from Matvád to Gogha, with a cargo of molasses. On the 30th December, when off the Bhagvádandi port (Gulf of Cambay), the muchwa met with strong winds and heavy sea; at 3 P.M. she shipped much water, the crew kept baling the water out, but it proved of no avail. She then threw overboard a portion of the cargo in order to lighten her, and eventually put into Bhagvá for shelter. Little or no damage to muchwa; cargo worth Rs. 70 was lost. No loss of life.

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